

# S&D

# REFLECTOR

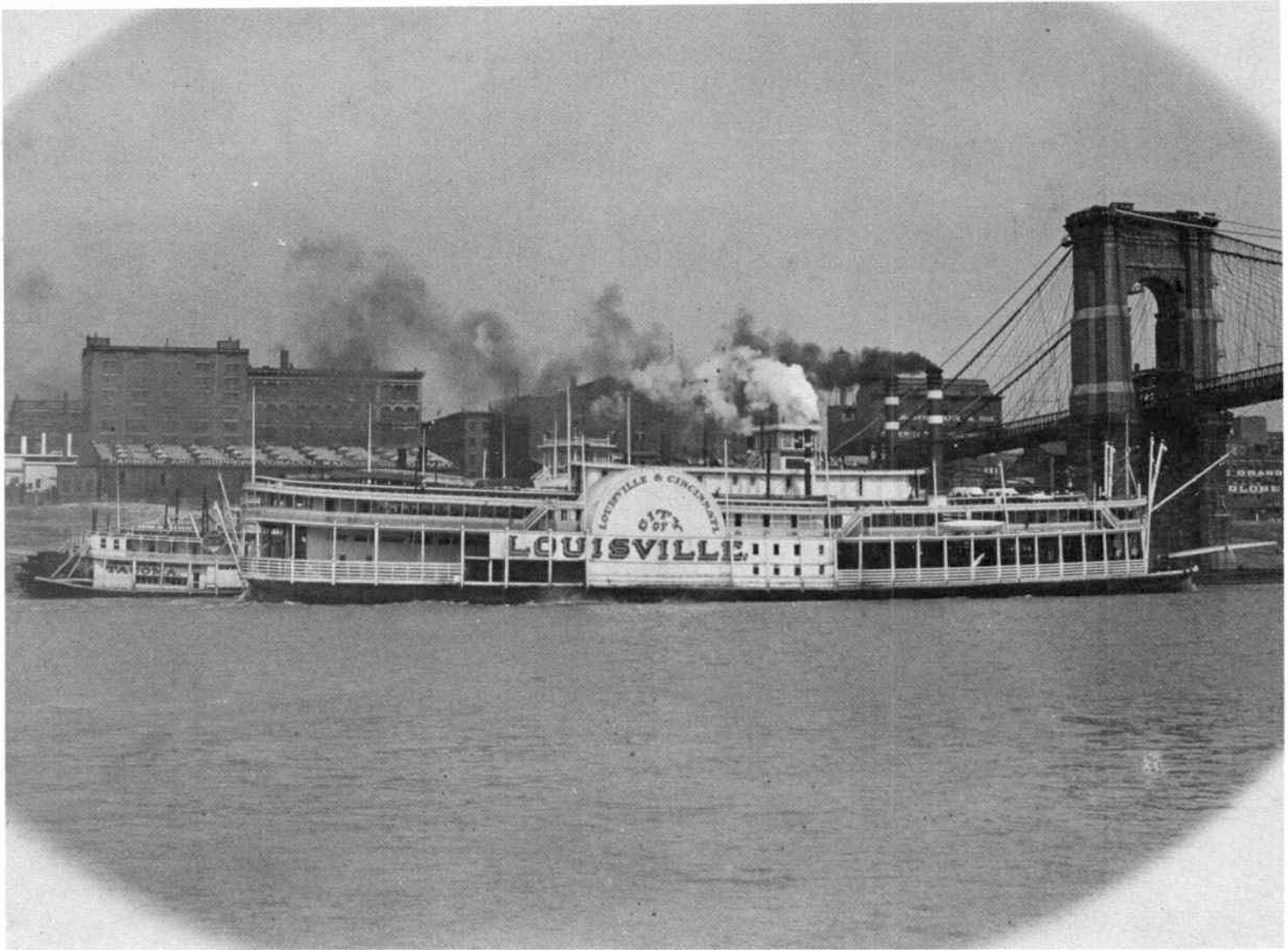
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 20, No. 2

Marietta, Ohio

June 1983



**D**ENNIS EHRINGER and Paul J. Book popped in at 121 River one March day a year ago along with Ross Rogers, Jr. Denny had with him this shot of the CITY OF LOUISVILLE blowing for her landing at the foot of Main Street, Cincinnati, taken early-on in her career inasmuch as the ISLAND QUEEN (1st) is berthed at the foot of Vine Street (her pilothouse shows) and the TACOMA is moored at the left. Denny's original is made on 6½x8½ printing paper mounted on 8x10 cardboard, with no markings. Richard L. Hunster, Cincinnati commercial photographer, in all probability took the picture.

John Hartford and a group of Nashville entertainers starred on the popular radio show "A Prairie Home Companion" on Saturday evening, March 26th, guests of Garrison Keillor who MC's the program. This two-hour show, based at St. Paul, Minn., is sponsored by Cargill, Inc. and others, and is carried on several hundred radio stations nation-wide and including Alaska. Pittsburgh's WQED-FM airs it on prime time Saturdays from 6 to 8 p.m. Keillor brings weekly reports from the fictional Lake Wobegon, Minnesota, "where all the women are strong, all the men good-looking, and all the children above average." John Hartford won tremendous applause when he sang the Civil War song "Lorena," mentioned at some length in our last issue. Birthdays are featured, sent in by dedicated listeners, usually reeled off by Garrison Keillor. The Nashville group sang a lengthy list of celebrants set to the music of John Hartford's "Gentle On My Mind." For those not acquainted with "A Prairie Home Companion" let us emphasize that it is a radio show, not TV, completely unique. Many of its fans discovered the show by accident, even as we did about six months ago.

The Streckfus 1983-1984 calendar described in our March issue, page 43, is priced \$5 postpaid. Write to Streckfus Steamers, J. Thomas Dunn, sales manager, 319 N. Fourth St., St. Louis, Mo. 63102.

Sirs: The only thing I didn't like about the March issue is the sad story about the cute little steamer CANADIAN. Why do people buy a boat like that and let it rot down in their own private boneyard? What a sad, sad sight.

Jeff L. Spear,  
613 Washington St.,  
Marietta, Ohio 45750

Sirs: Your two-page spread (8-9) in the March issue on the CANADIAN tweaks my memory and fills a blank as to what became of this synthetic sternwheeler. Actually she was one of a pair built for (not by) Freedomland by Todd Shipyards Corp. at one of their New York yards. Todd had had previous experience in this line when they built, at their Los Angeles yard, the hull and paddlewheel of Disneyland's MARK TWAIN. CANADIAN's twin (named AMERICAN) was delivered around Manhattan to the Bronx River riding in tandem with her on a jumbo barge. Press photos of this shipment were around in the '50s, and I thought I had reproduced one in "Steamboat Bill," but apparently not.

When Freedomland folded, AMERICAN was sold to a harborfront motel and convention center at Greenwich, Conn., where I visited her as recently as two years ago. I never knew till now what became of CANADIAN. I touched on this

digression into toy-making in my history of Todd published two years ago, and am asking that a copy be sent to you.

C. Bradford Mitchell,  
7019 Shore Road,  
Brooklyn, N.Y. 11209

=Receipt of the book acknowledged with thanks. This attractive and profusely illustrated volume is titled "Every Kind of Shipwork," published in New York, 1981, by Todd Shipyards Corporation. This is the same firm which so recently repaired the NATCHEZ following the damage inflicted by the Greek freighter. -Ed.

A rap on the knuckles to Ye Ed for making out the LAKE ERIE (b. 1845) as being side-wheel. She was a sternwheeler.

Winner of the DELTA QUEEN tickets entitling two persons to complimentary passage from New Orleans to St. Louis is Miss Malaika Thompson, 1397 Benson Drive, Columbus, O. 43227. Miss Thompson is a student at the Columbus School For Girls.

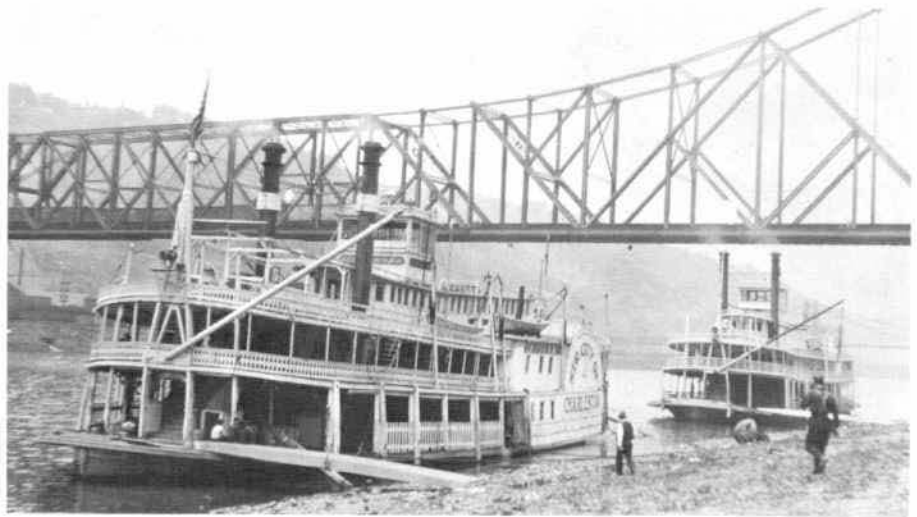
The drawing was held at the annual meeting of the Washington County (Ohio) Historical Society in the Betsey Mills Club on the evening of April 7th. John Briley, manager of the Ohio Histori-

cal Society properties in Marietta, asked Miss Lillian E. Cisler to draw the lucky card.

A record of 174 persons attended the Pioneer Day dinner to see the slides and hear the talk by Capt. Charles Henry Stone, whose subject was "Disasters On the River." The projectionist was Capt. Clare Carpenter. Featured in the talk was the story of the VIRGINIA stranded in a West Virginia cornfield in the spring of 1910, a blend of hard luck and humorous incidents well documented by photographers who went to the scene.

The drawing of the DELTA QUEEN winner was reserved to the last part of the program. The total number of entries was not announced but the contributions came to about \$3,600, all of which will be applied to continuing renovation of the W. P. SNYDER JR. The two tickets are for the June 23-July 4 voyage of the DQ, supplied courtesy of the Delta Queen Steamboat Company in recognition of the good work and river interest generated by the Sons and Daughters of Pioneer Rivermen.

Terry L. Gardner, president of the Washington County Historical Society, MC'd the events. Three of the Society's trustees, well known at S&D meetings, were present, Capt. Nelson Brown, Jerry B. Devol and Harry E. Pettit. Your scribe attended in the good company of Jeff Spear, Jay F. Way and Miss Jessica Way.



ON PAGE 43 is a picture and some remarks about the towboat MARINER and, among other things, the story of the packet JOHN L. LOWRY coming to Pittsburgh to tow the MARINER's hull to St. Louis. Well, here she is, at the right, fresh up from Evansville to do the job. She's moored in the Monongahela River near the Wabash Railroad bridge, long gone, but the piers still stand. The side-wheeler in the foreground is the CITY OF CHARLESTON, ex-I. C. WOODWARD, under charter to the Jones & Laughlin Steel Company which in June 1920 when Ye Ed snapped the camera shutter was hard-pressed to get steel pipe from the Aliquippa, Pa. mill to Pittsburgh due to a prodigious tie-up in rail traffic. This old excursion boat did the job. Not only that, but the H. J. Heinz Company went to the extreme of chartering the excursion boat HOMER SMITH to convey a cargo of Heinz pickles and condiments from Pittsburgh to East Liverpool, Ohio. A big papier-mache pickle was slung between her stacks for the occasion, but nobody thought to get a photograph.

Sirs: In November 1982 my wife and I visited in Indianapolis for some genealogical research. While in the State Library I discovered a fantastic collection of steamboat pictures filed under the title of "The B. F. Callis Collection." I have no idea who B. F. Callis was, but he apparently came from around Madison, Ind. for many of the pictures were taken there.

Among those interesting to me were photographs showing how the Texas of the GORDON C. GREENE was jacked up preparatory to adding the second passenger cabin. I made two overnight trips on the GORDON in the very early 1950s. Somewhat startling to me was a picture of what appeared to be an Eastern seaboard excursion boat named CARMANIA, taken at Madison, with the packet CORKER showing out in the river.

Robert L. Miller,  
729 Hazelhurst Circle,  
Keokuk, Iowa 52632

=Little wonder Bob Miller was sort of startled by the CARMANIA at Madison, Ind. She was a seaboard-

style side-wheeler built at Newport News, Va. in 1896 for a Mexican customer, originally named TLACOTALPAM. Then she went to Mobile renamed MARGARET where she rammed a dock with loss of some 50 lives. Louisville & Jeffersonville Ferry Co. operated her in the summer of 1914, again renamed CARMANIA. That fall she was sold to Philadelphia. Foundered at Fall River, March 12, 1924. We do not know the identity of B. F. Callis and will appreciate information. -Ed.

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In our write-up on page 4, mention is made that the price of the forthcoming Way's Packet Directory "is as yet undecided."

Since then news comes that Mrs. Pat Elisar, editor of the Ohio University Press, informs J. W. Rutter that the over the counter price will be \$29.95.

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- OBITUARIES -

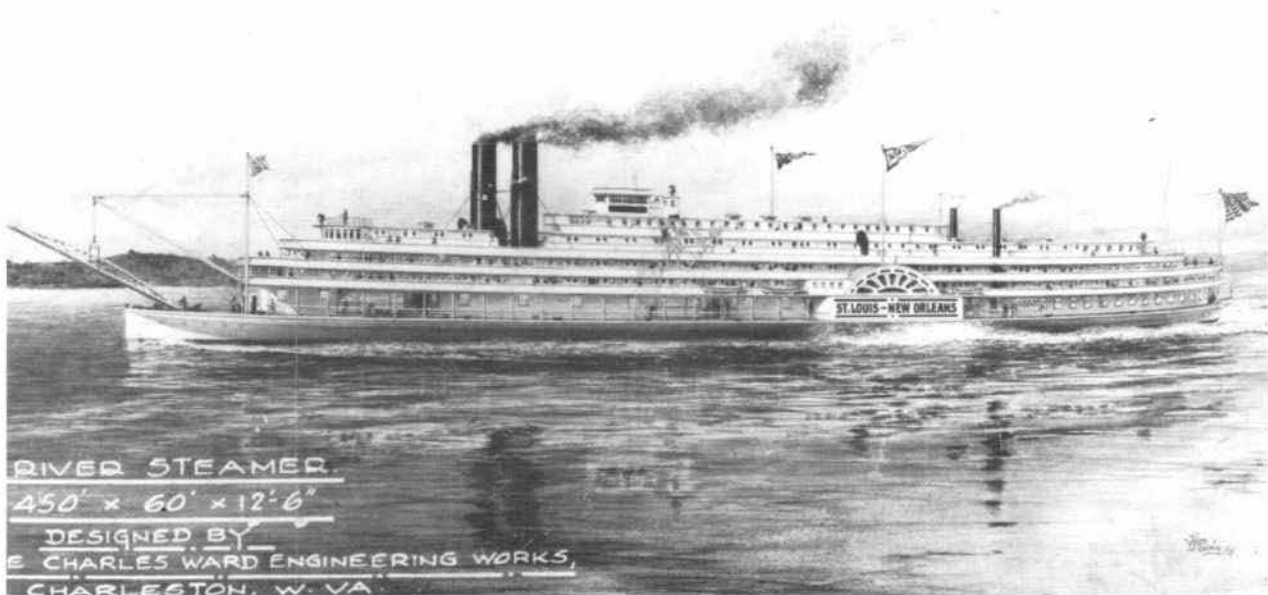
Robert L. Bruce, page 26  
Thelma Mitchell Burford, 19  
Capt. Lou Burke, 26  
David R. Crecelius, 29

Our thanks to Jim Paisley for the old-time news items appearing at the bottom of page 27. We miscalculated the space and didn't have room for the acknowledgment.

The roof bell exhibited on the premises of the Ohio River Museum is marked:

STEAMER  
CHAS. W. BATCHELOR  
A. FULTON & SONS CO.  
PITTSBURGH, PA. 1879

The registered name of the boat was C. W. BATCHELOR, honoring Capt. C. W. Batchelor who late in life authored a hardbound book which he titled "Incidents In the Life of C. W. Batchelor," published at Pittsburgh in 1887.



PERHAPS the most fantastic Mississippi River steamboat (always excluding the fabled HURRONICO) which never got built was this side-wheeler for the St. Louis-New Orleans trade. She came from the drawing boards of the Charles Ward Engineering Works, Charleston, West Va., measuring 450 x 60 x 12.5. She would not have eclipsed the great SEEBEE of the Great Lakes which was 484.5 x 58.1 x 24 with a gross tonnage of 6,381, but she would have been bigger than the favorite PRISCILLA of the Fall River run, and the ALEXANDER HAMILTON of Hudson River was more than 100 feet shorter than Charles Ward's dream boat. We confess to having spent some

pleasant moments just contemplating this achievement of river architecture, sort of a JACOB STRADER projected into the lush 1920s, three tiers of staterooms, the enormous stage presaging that of the MISSISSIPPI QUEEN, the pilothouse surmounting all so's the pilot can see where he's going and where he came from, and all around the horizon for miles---why do you suppose they set the 'scape pipes so far aft? Did you ever see so much freeboard in your life. As Capt. Fred Dippold penned in his diary having seen the QUEEN CITY for the first time: "Some Boat." -Our thanks to Charles Henry Stone for the photograph.

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Published by Sons and Daughters  
of Pioneer Rivermen



VOL. 20, NO. 2

MARIETTA, OHIO

JUNE 1983

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed at Marietta, O. Membership in S&D entitles each \$10 member to one copy per issue. Application to join should be accompanied with a check for \$10 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$10; if you and wife join send \$11; for you and wife and one child send \$12, etc. Remit to:

Mrs. J. W. Rutter, secretary,  
964 Worthington,  
Birmingham, Mich. 48009

Membership cards may be used for free access to the steamer W. P. SNYDER JR. at Marietta.

Correspondence is invited by the editor. Please do not send unsolicited photographs on loan. Additional copies of the current issue at \$2.50 each postpaid are available from the editor. Back issues are listed and priced on another page.

Capt. Frederick Way, Jr., editor  
121 River Ave.,  
Sewickley, Pa. 15143

The S&D REFLECTOR is entered in the post office at Marietta, O. 45750 as third class matter, permit No. 73. Please send address changes or corrections to our secretary Mrs. Rutter.

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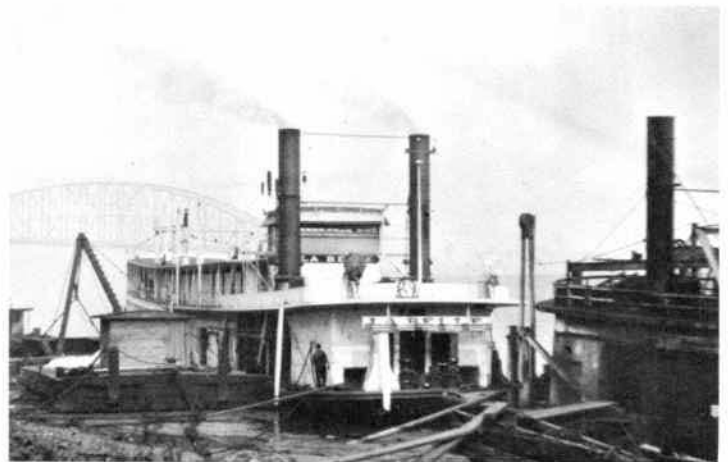
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OUR ANNUAL MEETING, scheduled for the week-end of Saturday, September 17th at Marietta, seems a sure GO insofar as the Lafayette Hotel is concerned. We made an overnight stay there several weeks ago and found the rooms up to snuff, the Gun Room restaurant as popular as ever, the food excellent, and the hotel staff virtually unchanged. We certainly did miss Bob Moseley, talked with him by phone at his home, and learned that he is managing the local Elks Club on Front Street overlooking Muskingum Park.

The staff of the Ohio University Press is bending every effort to have the publication date of "Way's Packet Directory 1848-1983" coincide with S&D's meeting. Their production manager, Helen Gawthrop, has the 450 galleys of boat listings set in professional book type, proof-read, and now the printer is setting up the 8½x11 pages to contain these descriptions of 5,907 steamboats. The index which follows will take on the look of a suburban phone directory with some 10,000 detailed listings. Another index will allow the reader to look up the first name or initials of a boat provided he/she knows the last name. Looks like it will run 500 pages, more or less, probably more. The sale price as yet is undecided. If this June issue of S&D REFLECTOR seems a bit under par it's because during the past three months we've been correcting galley proofs for the book under pressure of constant deadlines. Otherwise it has been an easy and comfortable winter. Yesterday the gas company reduced our monthly budget. Imagine.

The program for S&D is still in process, not unusual for this early date. Right now we're fixing to attend the Annual Steamboat Race at Louisville, and will drop off the REFLECTOR at the printer in Marietta on the way down there. Hope to see you at S&D, week-end of September 17th.

If you are wondering what a galley is, it's a long slim page of printed text, usually about 21 inches---something like a sheet of manifact paper, as we called it in packet days. Not a boat that's rowed by slaves.



CAPT. C. C. BOWYER snapped this in 1921 at the James Rees & Sons shop in the Allegheny River, Pittsburgh. The new towboat LA BELLE was just in from Jeffersonville, Ind. where the Howards had built her under a sub-contract from Rees. If a similarity to the W. P. SNYDER JR. seems apparent, it's because in 1914 Rees had built a quite successful towboat named ALIQUIPPA for the Jones & Laughlin Steel. This was followed by two almost identical ones for Carnegie Steel, the W. H. CLINGERMAN and HOMESTEAD (and today, of course, the CLINGERMAN is the SNYDER) and in 1921 the LA BELLE was built for Wheeling Steel from the same patterns. All four had Rees compound condensing engines, 14's, 28's-7 ft. stroke, powered by four Western style boilers.

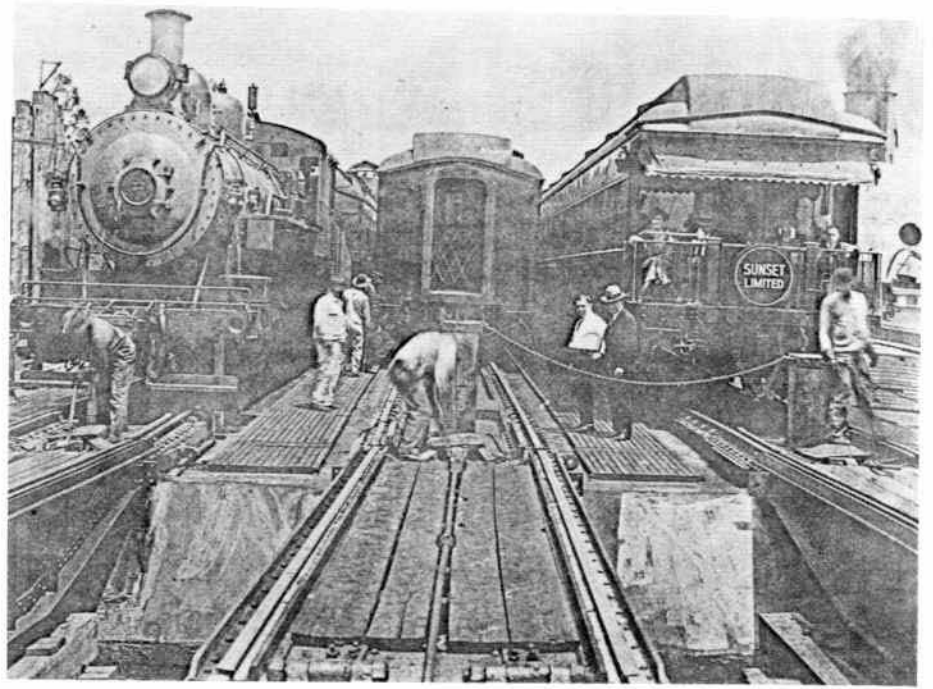


ROBERT W. PARKINSON submits the above, taken before World War II off Angel Island in the San Francisco Bay area, the GENERAL FRANK M. COXE, built--now get this--in 1921 on the Kanawha River at Charleston, West Va. at the Ward Engineering Co. plant. She had triple expansion steam engines driving twin props and measured 150 x 28 x 13. Bob Parkinson also reminds us that at the same yard, same time, another "river steamer" of the same description was built, the GENERAL JOHN McE. HYDE, both for the Quartermaster Corps, U.S. Army. The side-wheel railroad transfer STE. GENEVIEVE also was under construction at the Ward plant while these two were being built. Bob furnishes us with a run-down of the COXE which still exists. She left Wards under her own power, thence to New Orleans, through the Panama Canal, to San Francisco. She operated between Fort Mason at San Francisco to Fort McDowell on Angel Island with an intermediate stop at Alcatraz Island. Even after the Federal Prison replaced the Army Disciplinary Barracks on Angel Island in the early '30s the COXE continued on, although the Department of Justice had their own passenger launch. When Fort McDowell was closed the COXE was taken out of service on October 28, 1946, and was laid up with other surplus Army vessels at Mayberry Slough in the Delta. There was a sale and on June 17, 1947 she was enrolled as a passenger bay excursion boat, allowed 300 passengers, operated by the Golden Gate Scenic Steamship Line. This lasted a year or so and then other owners made a restaurant of her. Today, after several moves, she continues as a restaurant on the bay shore south of San Francisco. The HYDE operated from New London, Conn. to Fort H. G. Wright on Fishers Island. From there she operated out of the Brooklyn Army Base and by 1931 at Manila, Philippine Islands. Bob Parkinson recalls that in the book "I Saw the Fall of the Philippines," author Carlos P. Romulo mentions "the old steamer HYDE" at Manila and Corregidor the last day of December 1941. Further your deponent knoweth not, save that--and this is sort of interesting--two other "river steamers" of like dimension were contracted for by USQMD in 1921, the hulls of concrete, GENERAL MORGAN LEWIS and GENERAL D. H. RUCKER. They were built at Wilmington, N.C., twin prop diesels. The first went to Cristobal, Canal Zone, and the second to Fort Washington, Md. In 1878 a sternwheel Missouri River packet was built at Belle Vernon, Pa. on the Monongahela River also named GENERAL D. H. RUCKER--coincidence?

**B**ILL FLETCHER, our railroad fan of Downey, Calif., has filled us in on several rail transfer operations. When the original wood hull STE. GENEVIEVE sank in 1918 after running afoul of some half-sunken piling, going down with a full load of freight cars, the service was restored by bringing in a two-track sidwheel steam transfer named KELLOGG. We've not seen a photograph of this KELLOGG, but she had been plying back-and-forth since 1898 in the St. Louis area as a non-propelled barge 303 area as a non-propelled barge 303 x 46 x 9.8, built at McKees Rocks, Pa., close to Pittsburgh, a steel-hull job known as the HOLBROOK. In 1917 this barge was given side-wheels and an upper works, renamed KELLOGG, and appeared on the scene just in time to replace the sunken STE. GENEVIEVE. When the steel hull STE. GENEVIEVE was built at the Ward plant in Charleston, West Va. and went into service in 1922, the KELLOGG was sold to the Louisiana Railway & Navigation Co. which was operating out of Angola, La. with the WILLIAM EDENBORN and SARAH EDENBORN. On March 21, 1928 at 2:15 a.m. the KELLOGG took a forward nose dive in Old River, broke in two, steam lines let go, but the electric light plant was operative until everybody got safely ashore. The wreck lay there partly buried in mud as late as 1945.

Another facet of the rail transfer story is that of the mighty GEORGE H. WALKER, built at Neville Island, Pa. by Dravo in 1923, and which operated between Anchorage and North Baton Rouge. She was 340 feet long and had capacity for loading 21 average size freight cars, and could, and did, cross the Mississippi with as many as 12 eighty-foot passenger cars. Mo-Pac's trains #3 and #9 on the New Orleans-Houston runs came up the east side of the river behind Illinois-Central power on the old Yazoo and Mississippi Valley Line, and were ferried on the WALKER to Anchorage where a Mo-Pac 10-wheeler would take over. The reverse situation held true for eastbound runs #4 and #10. Joe G. Collias tells of this in his book "Mopac Power 1905-1955." All of this pleasurable activity ceased with the opening of the combination highway-railroad bridge across the river in early 1947 and the subsequent abandonment of the ferry operation in October that same year.

Gulf Coast Lines had ferried between Anchorage and Baton Rouge prior to the construction of the WALKER, using the WILLARD V. KING, a 308-foot side-wheel steam transfer built at Dubuque, originally named B. F. YOAKUM. In 1916 Gulf Coast's "California Special" westbound, and "Gulf Coast Special," eastbound, New Orleans-West Coast, through sleepers via Santa Fe beyond Houston to Los Angeles and San Francisco, crossed on the KING. When the WALKER was commissioned, the KING went to Natchez, and four or five years later to St. Louis where she relieved the JAMES Y. LOCKWOOD, at which time



**S**OUTHERN PACIFIC's "Sunset Limited" in 1916 offered service between New Orleans and Los Angeles, 60 hours and 45 minutes, port to port; 76 hours to San Francisco. Hitched at the rear was a drawing room observation sleeping car. Also featured were 12-section drawing room Pullman sleepers, and coupled into the train was a tourist sleeper, daily each way, Washington, D.C. - San Francisco. The diner was specially built by Pullman for the exclusive use of this name-train, lettered SUNSET LIMITED. All of this elegance was ferried across the Mississippi at New Orleans. The above photo is from Southern Pacific files, taken as the train is being readied for the river crossing. Our uneducated guess is that the side-wheel rail ferries L. S. THORNE and GOULDSBORO shared honors here; rail fans are invited to provide the facts. Our thanks to Bill Fletcher for bringing this to our desk. The building of the Huey Long bridge ended all such excitement incorporated into S-P's scheduling. In July 1942 the L. S. THORNE carried the last passenger train across the Mississippi; the other rail ferries at that date were handling freight only.

the LOCKWOOD entered the Natchez service handling a double-track barge. Mo-Pac continued the KING at St. Louis until January 1940 when trains were routed over the Municipal Bridge. She was dismantled at New Orleans.

Bill Fletcher also furnishes us with an April 1937 schedule of the Louisiana & Arkansas Railway, offering passenger service between New Orleans and Houston via the river ferry crossing at Angola for the daily "Hustler." Special instructions to employees:

"It is the duty of the conductor to personally see that all safety chains on passenger cars are properly connected throughout the train from engine to the rear car.

"Passenger conductors will observe the handling of trains, whose passengers are in their charge and report immediately any violation of instructions or reckless handling of equipment.

"Duties of Barge and Passenger Train Crews:

Master of Vessel: In general

charge.

Deckhands: Will proceed to fire, or life boat stations as indicated by bell signals.

Pullman Porter: Will warn all passengers in Pullman cars.

Train Porter: Will warn all passengers in day coaches.

Conductor: Will assemble passengers and direct them to places of safety.

"Life boats, life floats, ring life buoys, fire extinguishers, axes and buckets will be found in convenient accessible places.

"Loading and unloading passenger trains, Conductors, Yardmen and Trainmen must be stationed on different platforms of the trains, ready to operate hand brakes in case of emergency.

"Yardmasters will see that yardmen do not enter coaches while in his charge. Their duties are outside the trains.

"Closets must be locked and all vestibules opened before cars

Concluded from page 6

leave head of incline to remain in that condition until cars have been transferred and reach head of incline on opposite side of the river.

"Freight cars must not be loaded or unloaded from or on barge while occupied passenger cars are standing thereon."

Frank Prudent advises that much of Mickey Frye's extensive collection of river material is now housed in the Behringer-Crawford Museum, Devue Park, Covington, Ky. Some of Virginia Bennett's material also is displayed there. This museum is free to the public, open during the summer 9-5 except Monday.

American Literary Realism, Vol. XV, No. 2, Autumn 1982, devotes pages 195-208 to an article titled "Sam Clemens, Steersman of the JOHN H. DICKEY," authored by Dr. Edgar M. Branch, associated with the English Department at Miami University, Oxford, O.

In retrospect it is rather odd that Clemens, who wrote so much of his river life, never seems to have catalogued the boats he rode as steersman, nor those on which he served as pilot after securing his license in 1859. He mentions various of these in his books, but only for the purpose of the moment.

None of the Clemens scholars had suspected, it appears, that Sam had spent the fall season of 1858 plying between St. Louis and Memphis as steersman on a modest size side-wheeler named JOHN H. DICKEY, and while that boat was out of service for a week, he well may have been on the WHITE CLOUD which temporarily filled her place in the Memphis trade.

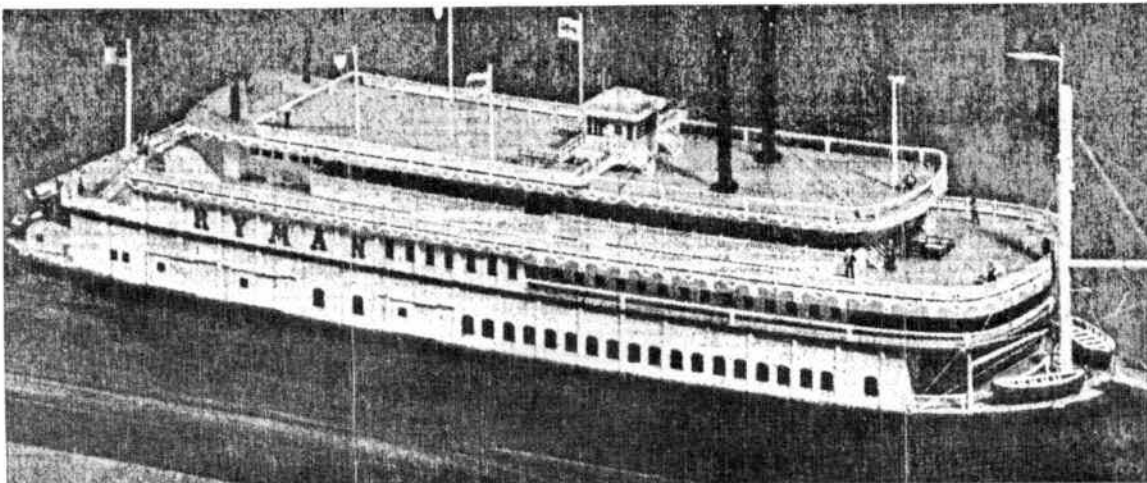
Dr. Edgar Branch, in pursuing his hunch (our term for what may have inspired him), investigated river news columns both in St. Louis and Memphis, and did an inspiring amount of digging in other sources. So great! We're convinced. Mark Twain, according to the Branch evidence, "was employed at the very latest by August 25 (1858) as steersman on the St. Louis and Memphis packet JOHN H.

DICKEY--a boat heretofore not connected with Clemens' piloting career--for a period of at least two months and that possibly he worked on the DICKEY for as long as four months beginning August 4." And throw in a week on the WHITE CLOUD for good measure.

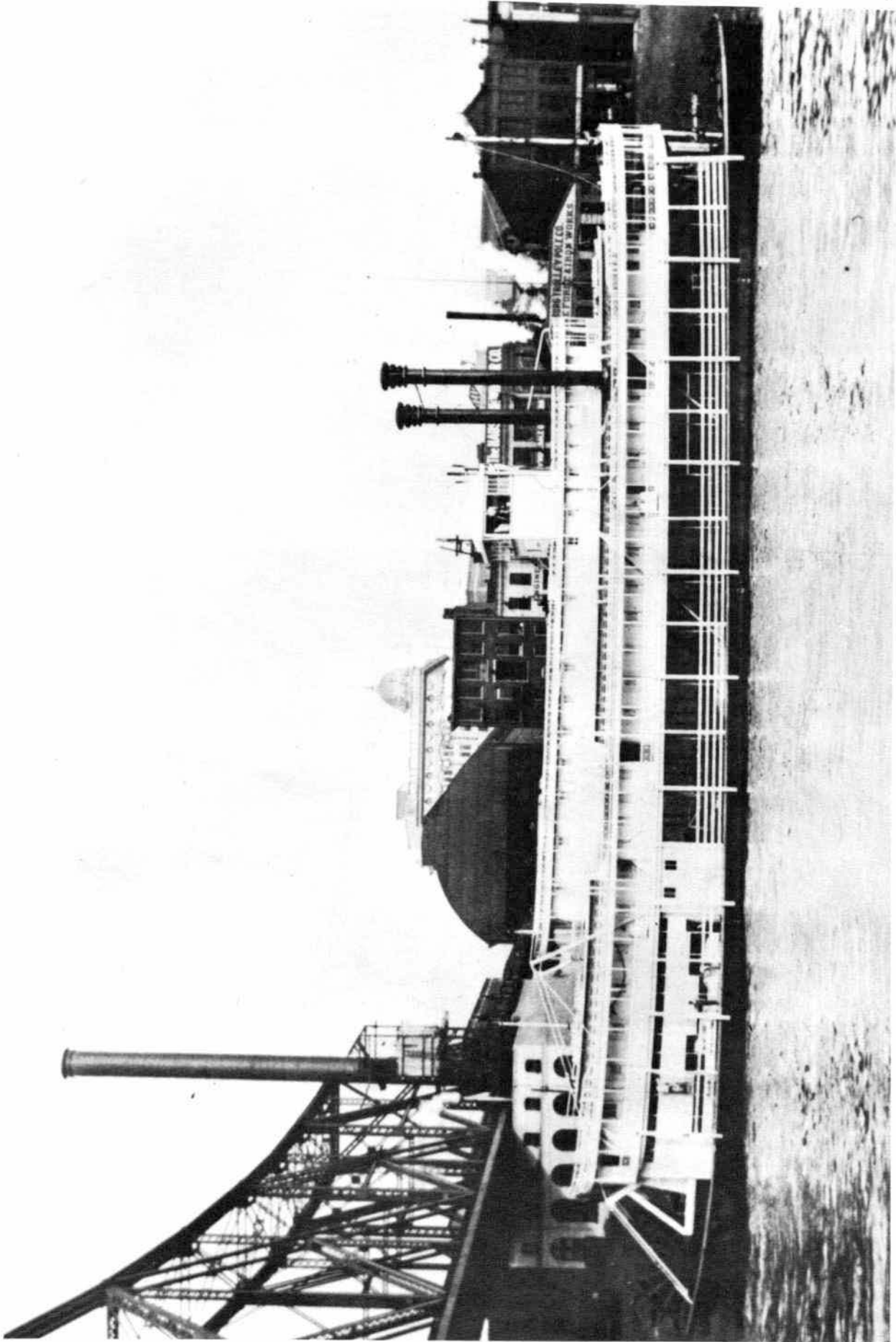
Sirs: About the electric street car line that Jim Wallen was asking about in the last issue: It opened in 1900 as the Ohio River Electric Railway & Power Company. After a reorganization in 1925 the word Electric was dropped from the name. It is listed as running from Racine, O. to Pomeroy, O. to Gravel Hill. It was about 13 miles long and their cars (about 12) ran on standard gauge track. One source says it lasted until 1929 and another says 1937.

Tom E. Way,  
Box 378,  
Ashton, Ill. 61006

=Gallipolis had an electric line to Kanauga Ferry, and runs in our recollection that the Racine-Pomeroy line extended down to and including Middleport, O. -Ed.



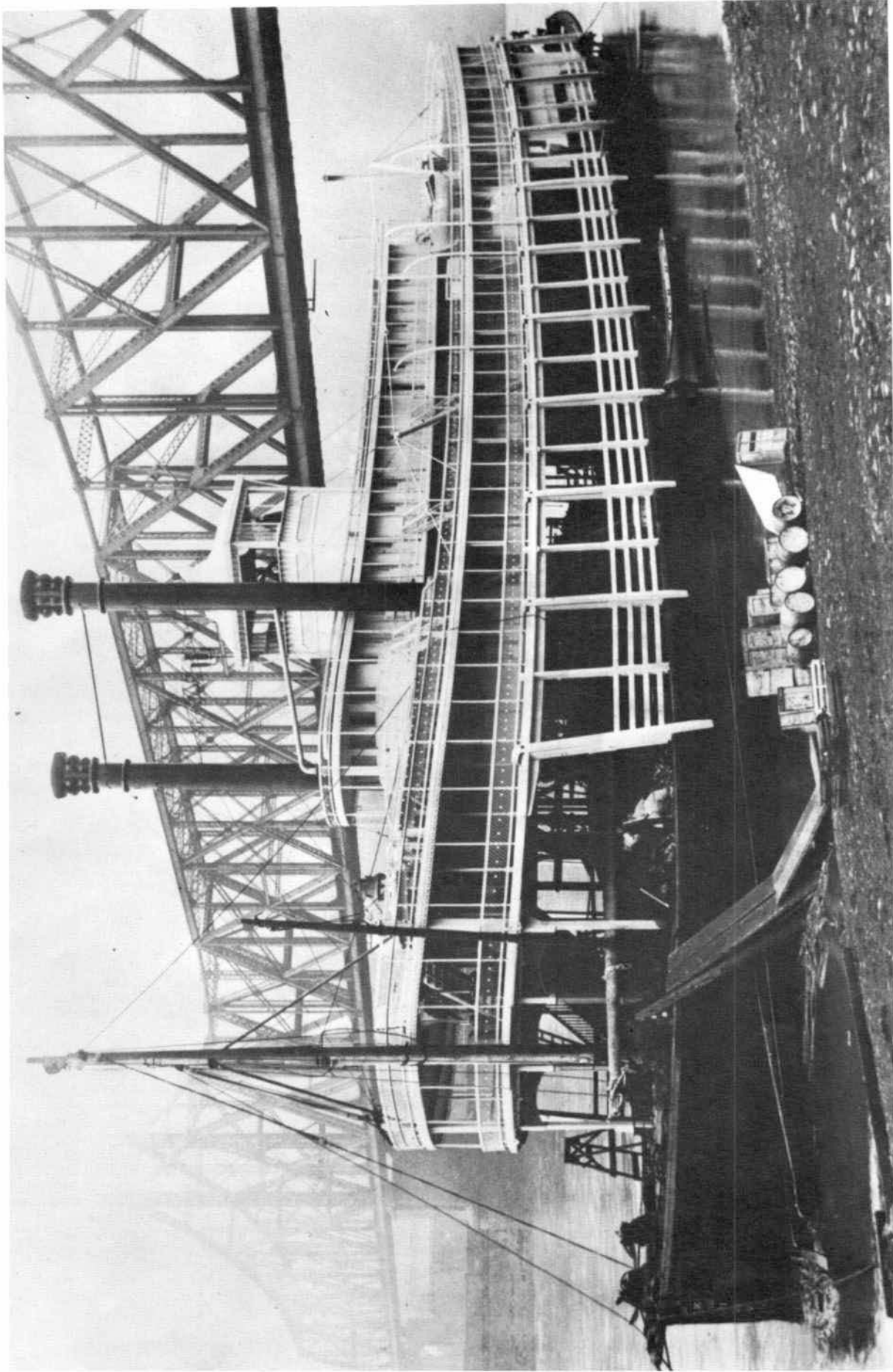
**L**AATEST ON THE RIALTO is the proposed hybrid excursion-showboat projected for Cumberland River service. Nickum & Spaulding Associates, Seattle, Wash. marine architects, designed the craft for WSM, Inc. which operates Opreyland. From the tip of the stage to the rear of the stern paddlewheel she measures 300 feet, with an overall width of 63.6 feet. The above picture is reproduced from the Nashville "Banner," sent to us by John Hartford. Invitations for bids have been sent to major shipyards, three of which are Nashville Bridge, Dravo, and Jeffboat. The photograph is of a scale model now exhibited in the offices of E. W. (Bud) Wendell, chief operating officer of WSM, Inc. at the Opreyland complex. Named RYMAN for Capt. Tom G. Ryman (1841-1904), the boat would shuttle between downtown Nashville and Pennington Bend where the Opreyland main parking lot is located. The passenger capacity is 1,200, with a diningroom capacity of 700 at a seating. Ballpark estimate of the cost is \$8 million, and final approval for a go-ahead must come from American General Services Co., WSM's parent. The urgency for RYMAN stems from expanded convention and room facilities at the Opreyland Hotel now under construction to attract patronage on a year-around basis. Hence RYMAN has been designed as an all-weather boat with three air-conditioned and heated deck areas. Opreyland is the outgrowth of Grand Old Oprey, originally housed in the Ryman Auditorium, built 1890 as the Union Gospel Tabernacle. Ryman, in addition to an overdose of religion, ran his Cumberland River packets from Nashville to Burnside and Paducah, without benefit of bar service. The very thought of an \$8,000,000 boat bearing his name, and equipped with cocktail lounges, plying up and down his precious Cumberland, is interesting.



**T**AKEN in November 1906 in the Monongahela River, Pittsburgh, just above the Wabash Railroad bridge, showing the steel hull packet S. S. BROWN getting finishing touches prior to her departure for Memphis. Her name had not yet been applied to the engine room bulkheads or on the pilot-house. A banquet was staged aboard on December 1 while she

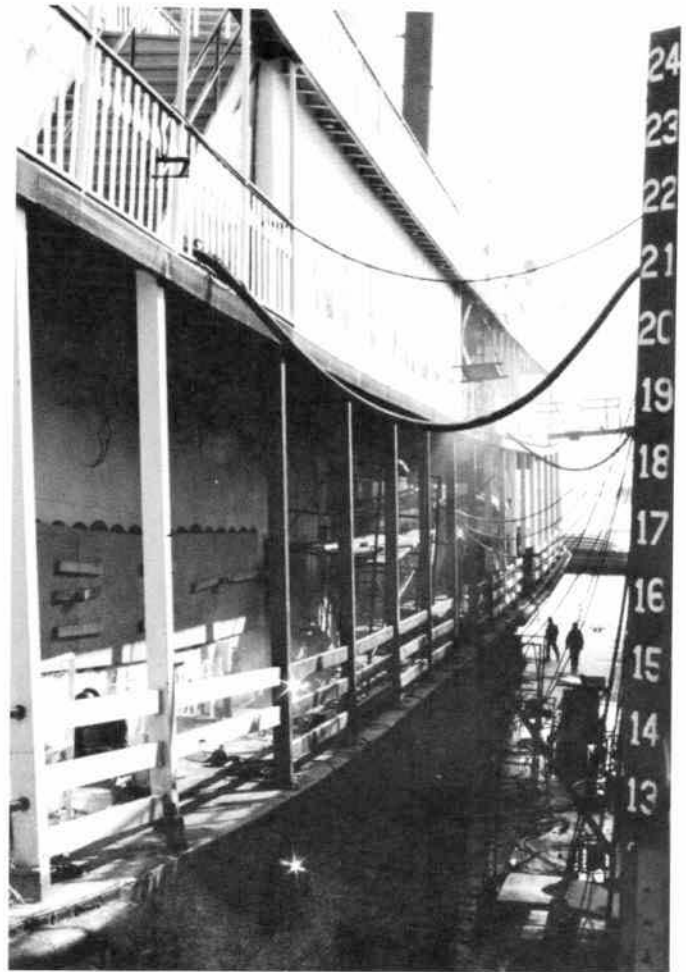
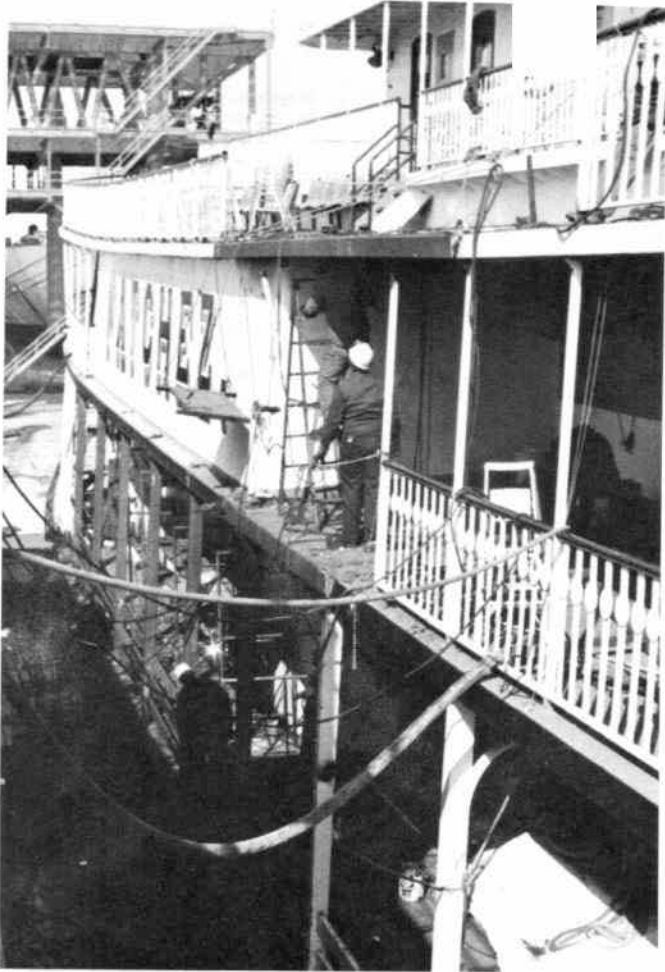
was taken on her trial trip to Davis Island Dam and return, 10:30 a.m. to 5 p.m. The gauge at the Market Street wharf showed 3'6". At the right is the sternwheel excursion steamer ISLAND QUEEN (ex-ST. JOSEPH) which ran summer excursions to a park on Neville Island located about where the Dravo marine ways is today.





**T**HE ORIGINAL of this picture is dated November 2, 1906, the new S. S. BROWN at the foot of Market Street on the Monongahela River, Pittsburgh, with the Wabash Railroad bridge in the background. She departed for Memphis on the 3rd of December at noon having on board some 17 passengers who had been invited for the ride by W. Harry Brown, brother of Samuel S. Brown for whom the boat was named, and who had died on December 11, 1905. Among the guests of Mr. and Mrs.

Brown were A. L. Swasey, yacht builder of Boston; N. M. Jones of Memphis, coal dealer; Mr. and Mrs. E. H. Brainard, related to the Browns; Mr. and Mrs. Ira F. Brainard, son and daughter-in-law of the aforementioned (and who lived in the Sewickley valley) and others. The S. S. BROWN arrived at Memphis on the 9th of December where most of the guests joined the Browns in a private railroad car for the return to Pittsburgh.



**J**IM SUTTON, recent graduate of the Calhoun M.E.B.A. Engineering School, Baltimore, Md., has our thanks for the two above pictures taken at the Todd Shipyard opposite New Orleans. Jim took these after most of the steel replacement had been completed and still painted prime red. The NATCHEZ is back in regular service.

Sirs: The March issue arrived yesterday and I find on page 30 a picture of the ferry HENRY WATTERSON. I used to ride her and also her partner FROMAN M. COOTS between Louisville and Jeffersonville. The caption states that the forward pilothouse was removed yet the picture seems to show her landed at Louisville with the head properly pointed upstream and the forward pilothouse still intact. The name ANDREW CHRISTY still appears on the center bulkhead. Was she operated under that original name for a time after coming from St. Louis? I always knew her as the HENRY WATTERSON. When did she start operating out of Louisville? Hope these questions don't bore you. I am really interested in these two ferries. Do you know what finally happened to them?

Roy B. Worrall,  
RR #3, Box 140,  
Paoli, Ind. 47454

=First off, in the picture she's properly landed, as you say, head upstream. In the caption text we erred; should have said aft roof rail instead of forward roof rail.

Yes, in the photo she carries her original name ANDREW CHRISTY which seems to indicate that she did run Louisville-Jeff for a while before becoming HENRY WATTERSON. This also was true of the W. S. McCHESNEY, JR. which in 1924 was running Louisville-Jeff under this original name teamed with the HENRY WATTERSON. The McCHESNEY in May 1925 was converted from steam to diesel-electric, two 240 hp. FM diesels direct-connected to DC generators, and was renamed FROMAN M. COOTS at that time. As to the ultimate disposition of the two we don't know the details. The WATTERSON was used as a wharfboat at Louisville, and later on (early 1940s) was used as a barge to haul beer Evansville-Memphis, towed by the J. B. SMITH. The COOTS was sold to the Ohio River Transit Co. and operated as a freight carrier Louisville-Cincinnati, so engaged in 1934. Somebody closer to the scene, perhaps C. W. Stoll, might supply further information. -Ed.

The Middle Ohio River Chapter of S&D conducted a Kentucky River lock expedition in connection with its spring meeting based at Clifty Inn, Madison, Ind. on Saturday, March 26th.

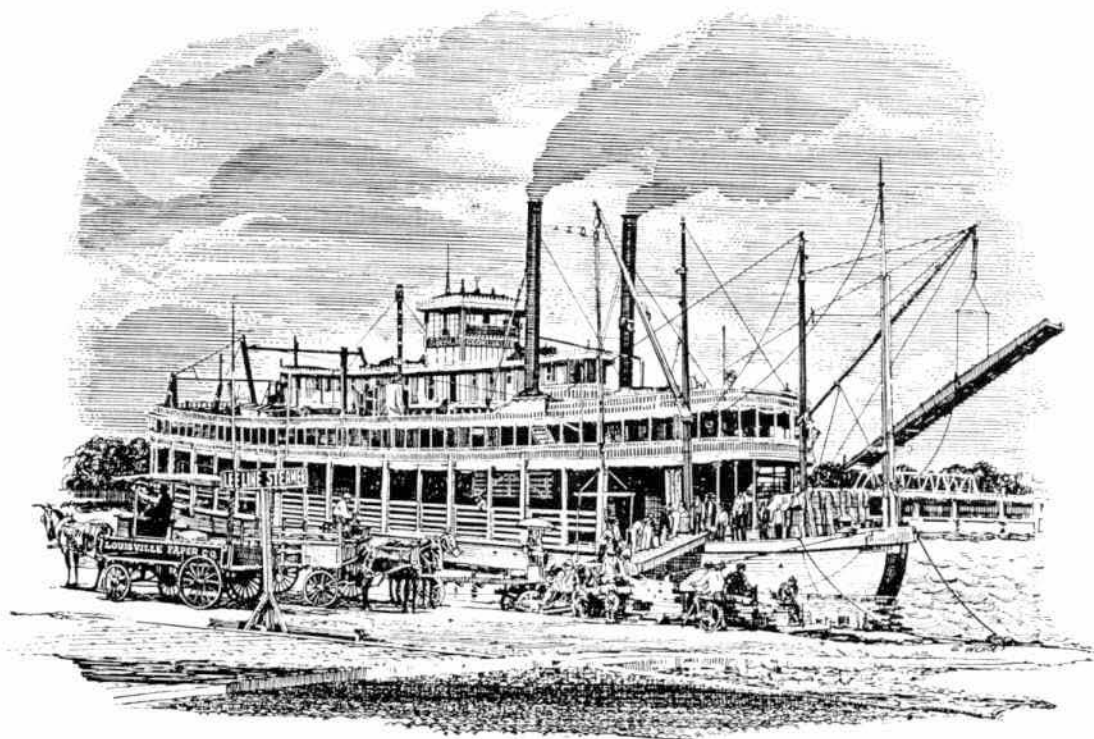
Eight cars were in the caravan, with some 36 or 37 sight-seers. They crossed the Madison-Milton highway bridge and via Carrollton proceeded to Lock 1. Then by way of Worthville and Gratz to Lock 2 and descended upon Mickey's Restaurant, providing something of a sensation for the natives. Then to Lock 3 at Gest, Ky. opposite Monterey.

There were 41 at the dinner held at Clifty Inn. Lloyd Ostendorf was both informative and enjoyable in his address on "Lincoln the Riverman." Bert Fenn and Charlie Schreiber were up from Tell City and "added a lot to the occasion just by being there."

The Kentucky River lock tour had been scouted out beforehand by C. W. Stoll and Jerry Sutphin.

THE New Orleans Steamboat Company has our thanks for the three pictures presented on this page. Clearly visible is the gouge inflicted into the starboard guard of the NATCHEZ when she was rammed by the Greek freighter PRIAMOS at her New Orleans dock on January 27th.





**K**EITH NORRINGTON sends this to us, a handsomely engraved picture of the GEORGIA LEE loading at Louisville, Ky. That it was made from a photograph is beyond question. We have not seen the original photograph but while uptown in Louisville in June 1915 we stopped in a drug store and bought a colored post card of this same scene, complete even to the sign on the wharf at the left, LEE LINE STEAMERS. The engraver, who modestly signs his name, E. Wender, down below the ringbolt where the boat's headlines are attached, took a few liberties by adding the short truss bridge appearing over the boat's bow, and on our post card the name LOUISVILLE PAPER CO. does not appear on the delivery wagon. Maybe we've said this before, but the GEORGIA LEE looked a lot bigger than she actually was, built on a hull 178 feet long. Capt. Gordon C. Greene remarked of this fact, and recalled that one day at Cincinnati she landed alongside the GREENWOOD to take some re-shipping, the heads of both boats tied even, and he walked aft to discover the LEE was only a few feet longer than his GREENWOOD, whose hull was recorded in Lists of Merchant Vessels as 168.5.

Sirs: Page 47 of the March issue holds great interest for me. From childhood I have known the name Lorena, for it was my mother's middle name. However, I always assumed it was family property (I even rigged a model sloop named LADY LORENA) until about 1940 when I went to Ohio and met such Muskingum Valley worthies as Ben Richardson, J. Mack Gamble, Edith Reiter, and an upstream city slicker named Way. I then learned of the packet LORENA (which has since been probably my favorite Western Waters steamboat) and, for the first time, of the song which named her. This article is the best treatment I have seen, and provides a plausible scenario for the way Mother got what always seemed to us children a lovely but exotic middle name.

In 1857 when it all started (the Lorena song craze, that is), my grandmother was a Connecticut small-town girl, probably roman-

tic, although she always seemed pretty level-headed to me, right up to two weeks before her 99th birthday. Apparently the spell of the song was still upon her in 1871 when her first child, a daughter, arrived. Thanks for providing me the link.

C. Bradford Mitchell,  
7019 Shore Road,  
Brooklyn, N.Y. 11209

The movie "Working River" shown at S&D's annual meeting last September may be purchased or rented. It runs 58 minutes 45 seconds.

It is available in 3/4" video cassette for purchase price of \$150 and on 1/2" VHS and 1/2" Beta video cassettes for \$100.

All formats of the video cassettes rent for \$40.

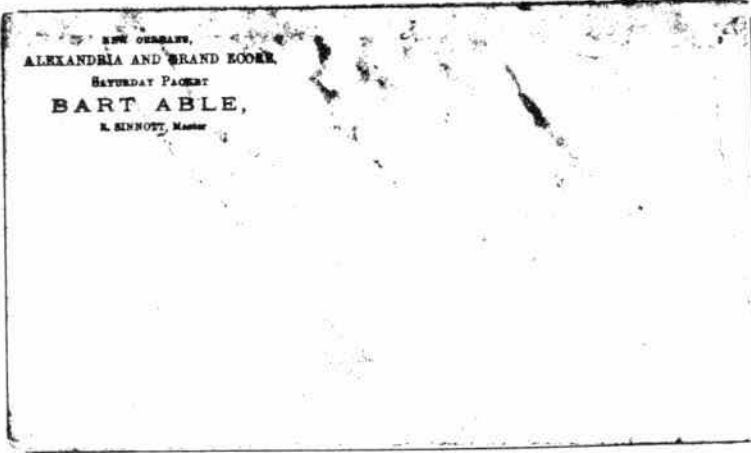
If you wish to rent or purchase one of the video tapes, please send prepayment by check made out

to the University of Pittsburgh. Renters will please indicate the show date and an alternate date and specify the model of your 1/2" VHS or Beta player if, in fact, you want that format.

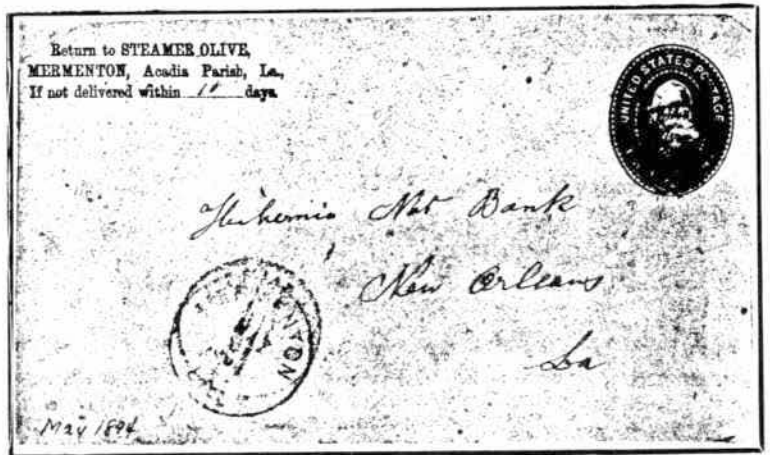
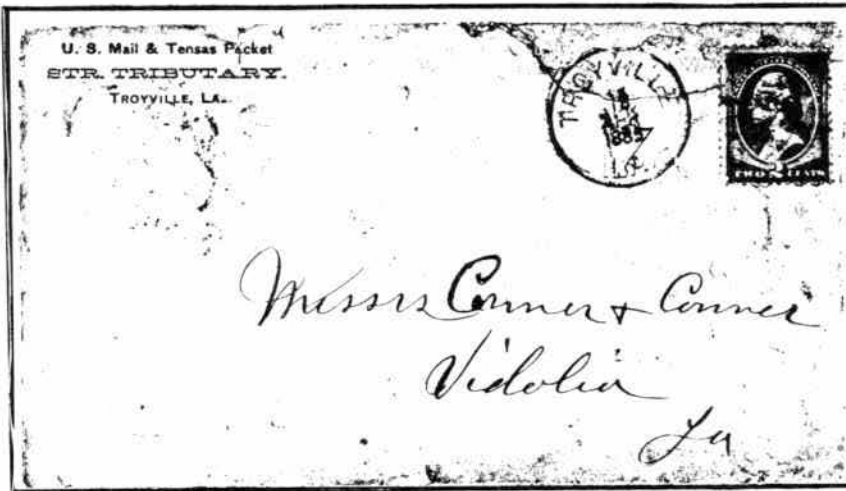
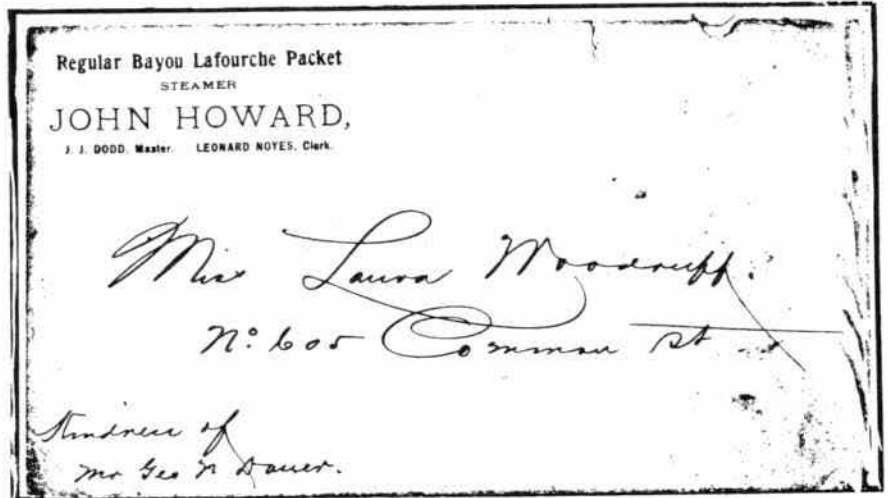
Address University Center For Instructional Resources, G-20 Hillman Library, Pittsburgh, Pa. 15260. Phone 412-624-4480.

The above information comes to us from Kathleen Matesic, assistant director of the Center.





PRESENTED here are examples of envelopes supplied aboard steamboats for the convenience of passengers and for handling the boat's mailings. The actual dimensions of the envelopes are larger than these reproductions. The one for the JOHN HOWARD (below) actually measures 3½" by 6½", and the rest are on the same scale. A collector sent us these stats seeking information about the boats involved. Such envelopes are quite rare and command stiff prices.



INDEPENDENT PACKET. *July 12<sup>th</sup> Stms 1902*

Regular Cincinnati, Wheeling and Pittsburgh  
PASSENGER STEAMER  
**St. Lawrence.**

LIST, Master. CHAS. D. LIST, Clerk.

Leaves Cincinnati every Tuesday at 5 P. M.  
Leaves Pittsburgh every Saturday at 11 A. M.

*1.50*  
*17.72*

*Waid Cross*

REGULAR  
CINCINNATI & WHEELING  
PASSENGER STEAMER  
**ST. LAWRENCE.**  
Leaves CINCINNATI every Tuesday at 5 P. M.  
Leaves WHEELING every Saturday at 4 P. M.

*Stms 4/29 10.08*  
*Less*  
*Bill June 25 = 105*  
*" July 2 175 280*  
*Each 7.28*

*Waid Cross*  
*Racine*

THE FOUR examples on this page are addressed to Waid Cross who operated a general store at Racine, Ohio, a small town along the Ohio River not far above Pomeroy.

REGULAR  
Cincinnati and Wheeling  
PASSENGER STEAMER  
**HUDSON.**  
W. M. LIST, Master. C. D. LIST, Clerk.

*8.70*

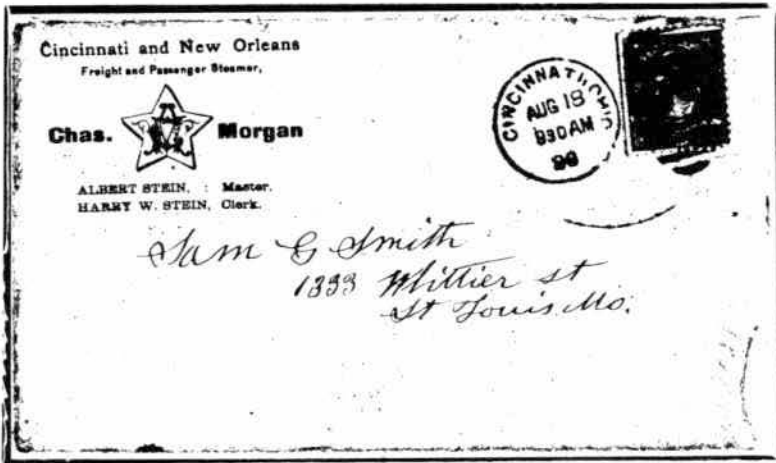
*Waid Cross*

*1.50*  
*1.50*  
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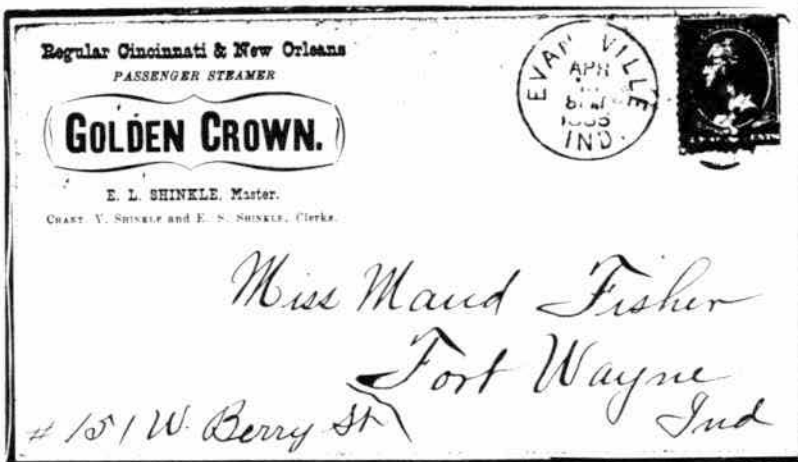
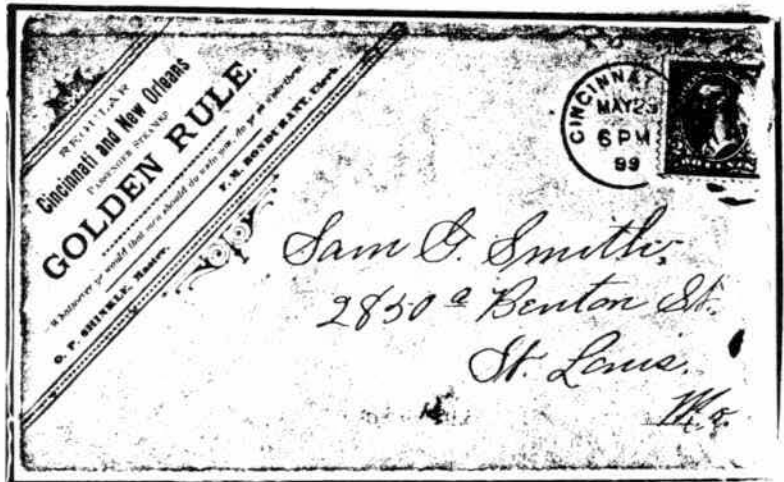
REGULAR  
CINCINNATI & WHEELING  
PASSENGER STEAMER  
**SIDNEY.**  
Leaves CINCINNATI 5 P. M. WHEELING 4 P. M.

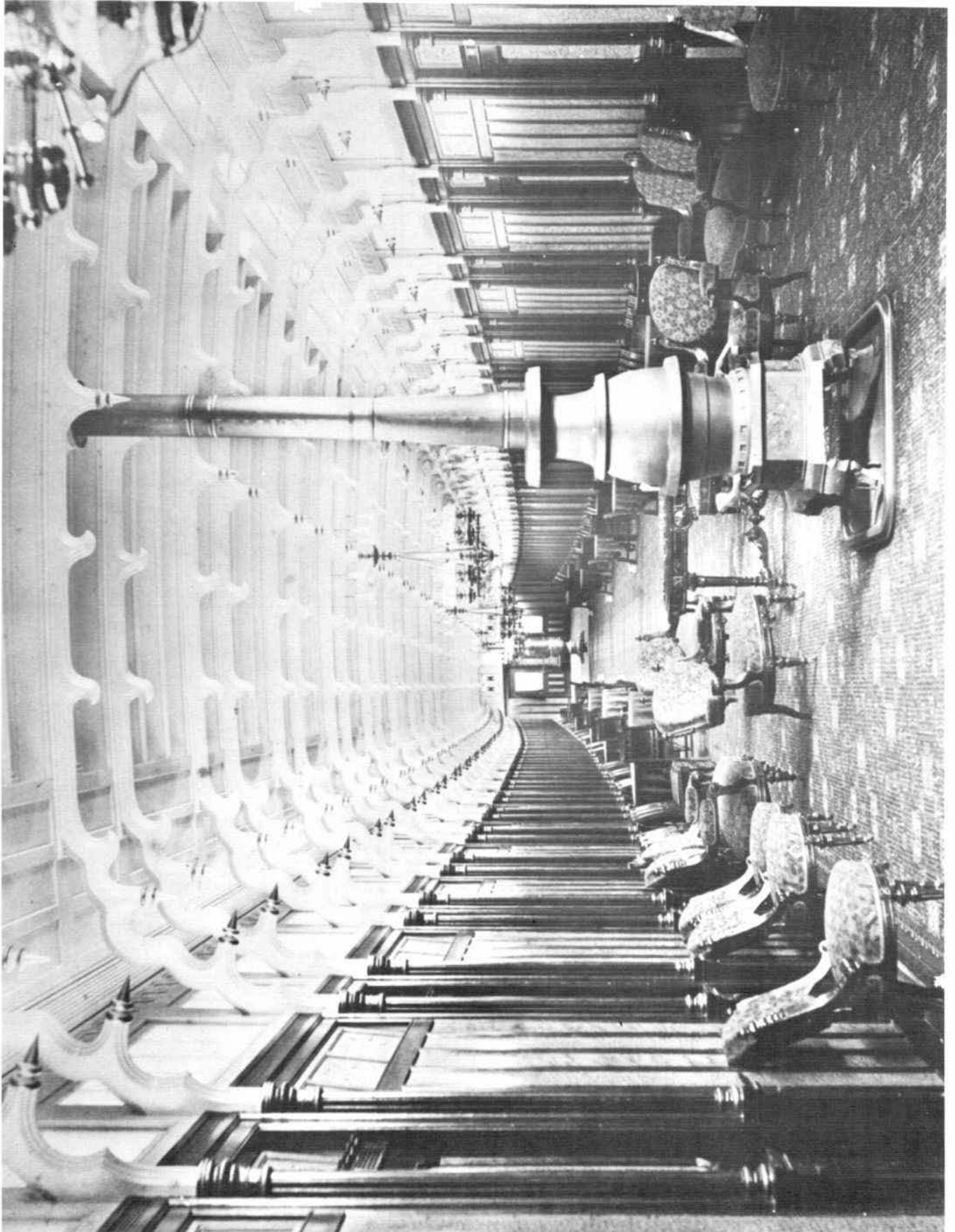
*Aug 31 Stms 13.26*  
*Sept 3 Bilt 170*  
*11.56*

*Waid Cross*



RATHER surprising to us are these two addressed to Sam G. Smith, St. Louis. Cap'n Sam for many years was the managing editor of the Waterways Journal during the regime of Capt. Donald T. Wright. In earlier life Sam had been clerk, purser and master of many packets plying the Mississippi, Ohio, Green and Arkansas rivers.





Creme de la creme in the Cincinnati-New Orleans trade. See column one, next page.



## CABIN OF THE GUIDING STAR

Picture on the opposite page.

Made from an original photograph taken in 1878 when the boat was new at Cincinnati, built at the Cincinnati Marine Ways & Dock Company for Capt. William B. Miller. This side-wheeler was 300 feet long of hull, and the cabin was 235 feet in length from the mirror in the ladies' cabin, where the photographer was standing, out to the front doors in the distance. It measured 16 feet across, and was 11½ feet in height. The room bulkheads and stateroom doors were panelled in natural-finish birds-eye maple, and the pilasters and door frames were black walnut. The ceiling and overhead decorative work was finished in white enamel. The overhead chandeliers held clusters of oil lamps. Col. Thompson Dean selected the upholstered chairs and other furniture in New York. There were 50 cabin staterooms, office forward on the starboard side with the bar opposite, both in birdseye maple. The GUIDING STAR was the creme de la creme in the Cincinnati-New Orleans trade.

If you have a John Stobart print hold on to it. The New Orleans scene featuring the J. M. WHITE is listed as rare at \$1,000, remarked, \$1,800. Same for the Cincinnati scene by daylight. Same for the wharf scene at Pittsburgh. Same for Natchez under the hill.

The swing bridge on Green River at Livermore has been discontinued, permanently closed to rail traffic. To close it, they opened it. Don Brown, the attendant, and a few helpers, chained the swing span and departed. It was used by the Louisville & Nashville Railroad connecting Owensboro and Drakesboro. Both towns will continue to get rail service from the new Seaboard System Railroad, but without crossing the Green River bridge. Don Brown, who has been the bridge attendant for the past two years, says he got more reading done than anything else while on the job. He's been reading only one book--the Bible.

There is a double-ender ferry flat operated near Livermore operated by the Point Pleasant Ferry Co., Rt. 1, Centertown, Ky., composed of Melvin, Tommy and Robert Hoskins.

Our thanks to Mrs. Roy B. Morningstar, Bowling Green, Ky., for the above.



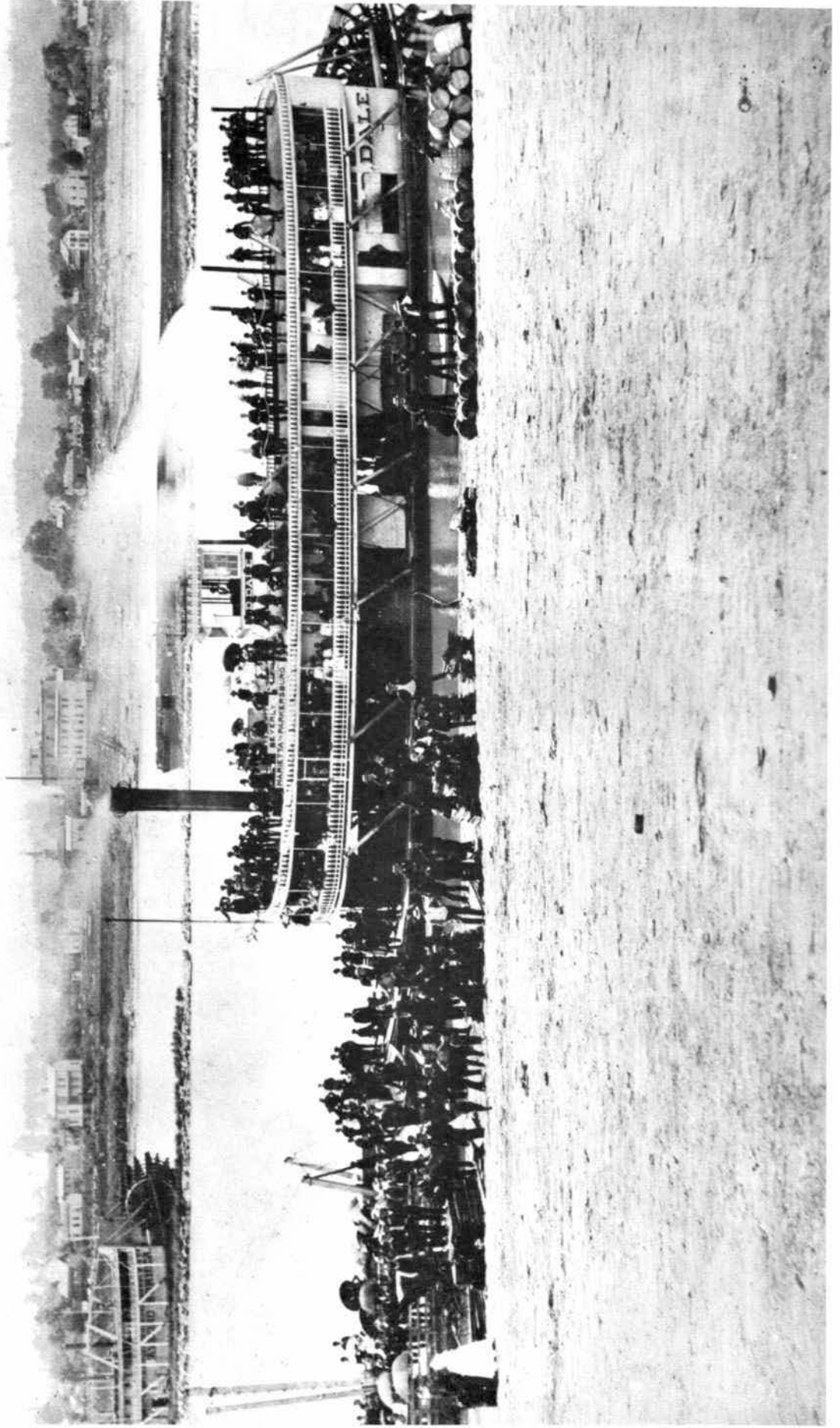
JOEL SIMON, photographer of Menlo Park, California, sends the above, taken at Marietta, O. last September at the instigation of the veteran on the right. This unique flower pot contained a fine stand of field grass and the lettering on its side reads:

## BOILER CORNER

NAMED FOR THIS CYLINDER ON FLAT IRON SQUARE. THE BOILER NOW LARGELY UNDER GROUND WAS ORDERED BY MAJOR JOHN LAWRENCE LEWIS AROUND 1814, SENT BY BOAT FROM PITTSBURGH, IN CARE OF DUDLEY WOODBRIDGE, JR. WHOSE STORE STOOD NEARBY ON THIRD STREET. LEWIS FAILED TO PAY CHARGES AND THE BOILER BECAME A PUBLIC LOAFING PLACE.

So, of all of the thousands who have walked by this relic of early river-borne freight, camera in hand, we finally got a shot of it thanks to a photographer from California. If you look sharp, you'll detect the DELTA QUEEN in the background, bound from Pittsburgh to New Orleans with Stanford Alumni aboard. Joel Simon was official cameraman with the tour, and Ol' Man River was going along for the joy ride.





T. D. DALE at the Marietta wharf loading excursionists  
See next page, column one.

PICTURE ON THE OPPOSITE PAGE

This picture of the short-trade packet T. D. DALE is one of the early acquisitions of S&D and has been in storage for many years. Originally framed, no information accompanied it, and the photographer is not known. She is moored at the Marietta, O. public landing fronting on the Ohio River, headed upstream, with the buildings of Williamstown, W. Va. on the opposite shore. She looks fairly new and over the roof rail aft of the stacks is a signboard: BEVERLY, MARIETTA and PARKERSBURG. The DALE was built in 1884 at the Knox Boat Yard, Harmar, O. on a wood hull 111.6 x 19.7 x 3.2, and was named for the Marietta resident who was president of the Ohio Transit Company in 1884 which owned a pipe line from the Mackburg, O. oil fields and operated railroad tank cars prior to selling to the National Transit Company in 1885. It's a fairly hot summertime day, various of the ladies are shading themselves with parasols, and the Ohio River is at a low stage--sufficiently low to expose quite clearly the long, slim stone dike which tailed from the foot of Marietta Island down almost to the mouth of the Muskingum. The towboat RAYMOND HORNER, showing at the far left, is tied up alongside the far side of the dike awaiting a rise to take her tow of empty coal barges, moored also along the dike, to the Pittsburgh area for reloading. We are somewhat perplexed to notice that the long expanse of the Marietta wharf in the foreground shows little or no indication of the stone block paving which covers the area today, and which seems to date back to antiquity. Possibly at the time this picture was made the paving was under mud and needed a good washing off. At the present time we have no idea or clue as to the nature of the occasion which attracted so many people aboard the boat and to the riverfront. Our guess would be they are preparing to go somewhere, rather than having come from somewhere.

Thelma Mitchell Burford, wife of Herschel Burford, St. Albans, West Va., died after a long illness at Milton, West Va., 75, on Sunday, February 27, 1983. Services were held in the Washington Street Church of Christ, St. Albans, and burial was in Cunningham Memorial Park. Other than her husband, Mrs. Burford is survived by a brother, Herman Mitchell, of Milton, and a sister, Mrs. Dorothy Mullins, of St. Albans.

Sirs: I enjoyed the March issue very much. The cover brings back pleasant memories of that wonderful week in Sept. 1955. What a beautiful photo of the W. P. SNYDER JR. taken by S. Durward Hoag!

William E. Reed,  
3237 Eastmont Ave.,  
Pittsburgh, Pa. 15216

Jan Di Carlo reports in the Summer '82 edition of STERNWHEELER, released in February '83, that her husband Primo had been hospitalized in Steubenville, and then for nearly five weeks was a patient in the Allegheny General at Pittsburgh. At the present time Primo is back home recuperating at their home, 4600 Lexington Drive, Oak Crest, Steubenville, Ohio 43952. While he was hospitalized in Pittsburgh, Jan's son Christopher was a patient in the Presbyterian Hospital, also in Pittsburgh, and while Jan was commuting back-and-forth from Steubenville, her home was robbed and vandalized from top to bottom. About then an auditor from the IRS rang the doorbell and asked to see the 1980 tax returns. A note from Jan in latter March, in which she assures us that "all came out smelling rosy with the IRS" and that her DIXIE is to have feathered stacks in '83 and fancy trim around the cabin roof and top of the pilothouse.

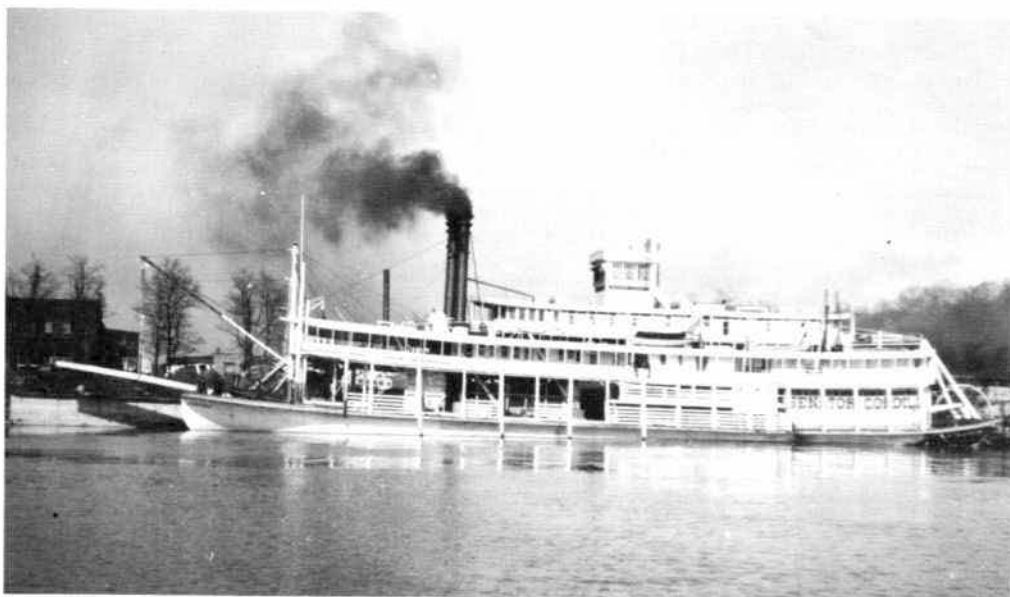
In the Cabildo at New Orleans is an old-time doctor pump, all gussied up, that supplied water to steamboat boilers.

Vernon L. Colbert and his wife Mary came a-calling at 121 River on Friday afternoon, March 25th. Vernon was roof watchman on the Streckfus excursion boats WASHINGTON and SAINT PAUL in the 1930s when these popular steamboats were based at Pittsburgh, managed by Capt. D. Walter Wisherd. Vernon was courting Mary at the time. He left the river to take a position with Bell Telephone Co. of Pa., became an auditor with them, and recently he retired following 36 years of service. Mary and Vernon live at 109 E. Woodford Ave., Pittsburgh, Pa. 15210 and were in Sewickley to attend a retirement party being staged at the local Holiday Inn. They have been members of S&D for quite a few years, and Vernon noticed in the March issue the letter from Carl Buchanan of Jackson, Mich. and remembers him well as engineer on the WASHINGTON. He and Mary hope to attend the Marietta meeting of S&D the week-end of September 17, and expressed hopes that Capt. T. Kent Booth will show up also. The years have been kind to them, with the addition of a few gray hairs here and there.



CAPT. TOM KENNY sends us this one, and maybe Capt. Bill Tippitt knows a great deal more about it than the two of us do. Apparently this equipment has just left the old West Memphis U. S. Engineer's headquarters, headed upriver, towed by the PINE, INSPECTOR and CHISCA. Rather fascinating, we think, is the contrast between the river water kicked up by prop towboats and a sternwheeler. Also interesting would be to know the arrangements between the pilots about who's doing the steering.

Taken at Point Pleasant, West Va. in 1925 by Capt. C. C. Bowyer when the SENATOR CORDILL was lengthened from 170 to 193 feet at the Smith Dock. The addition was put in forward of the boilers. She became a much better freight carrier and, from a pilot's standpoint, a much steadier boat to steer and handle. The packet at the extreme right is the old GENERAL PERSHING, ex-OMAHA which was laid up there in 1922 and never again raised steam. Our thanks to Woody Rutter for the print from the original negative.



#### THE RIVER'S IN MY BLOOD

That's the title of Jane Curry's New Book Just Released.

**W**HO IS Jane Curry? Well, she's a person who was aboard the DELTA QUEEN a few years back, usually perched on the pilothouse lazy bench, all steamed up with the idea of taping interviews with pilots and captains, recording pilothouse jabber, and all such as that. Said she aimed to write a book, but where have we heard that before? Then she up and married a man named David Lund and sort of disappeared into the scenery of Minneapolis. But she kept on signing herself as Jane Curry when she wrote notes from time to time.

All right. Yesterday the parcel post man rang the doorbell at 121 River and dropped off a carton obviously containing a book. We slit it open with a paring knife and out pops this hard cover volume done up in an orange dust jacket. "The River's in My Blood" by Jane Curry. Very fine painting of a very gold-brass pilothouse indicator on the front of the jacket with its ears set back to STOP.

We stopped all right, and it was 2:30 next morning when we put it down and snapped off the bed lamp.

The University of Nebraska Press had enclosed a small bookmark slip of paper to announce the cloth price at \$17.50, and requesting we send to them two copies of this review. Their address is 901 North 17th St., Lincoln, Nebraska 68588.

What also caught our eye early on is that the publication of the book was aided by a grant from the Andrew W. Mellon Foundation, not noted for wasting funds on trivia, and with Pittsburgh background. Well.

And so Jane Curry has done it.

What she's freighted this book with are verbatim quotes from 47 rivermen without much (if any) editing, each handing out opinions

on river-related topics, passing judgments on themselves and their brethren, no holds barred, adventures sometimes amusing, sometimes frightful---never dull---of stormy days, foggy nights, wistful heartaches about the lonesomeness of being apart from loved ones at home, floods and low water times, and recollections of "great" pilots of yore they rubbed elbows with in by-gone times.

How Jane Curry has sandwiched all of this into one book is a triumph. She has the story teller's art; she poses a loaded question such as "Has the river become safer to navigate since the steamboat days?" and of course gets 47 conflicting answers backed up by personal experience.

Maybe we're biased, having known and knowing well over 50% of the characters in this opus, their words set down precisely like they talk--it's uncanny.

Yes, there are illustrations. An artist by the name of David Routon has furnished full-page wash drawings of Capts. Walter Karnath, Ed Winford, Harry Loudon, Harris Underwood, Bill Tippitt, Ernie Wagner, Lexie Palmore and T. Joe Decareaux, to name some of them. And there are maps and boat pictures, too.

Our prediction is that this book will turn out a successful adventure for author and publisher both.

#### CAVEAT EMPTOR

(Billet sent to members of The Steamship Historical Society of America, Inc., April 1983).

In the Fall '82 STEAMBOAT BILL, Frank Duffy, Regional Editor for New York, announced the startup of a new magazine, SHIPS AND THE SEA (no relation to the old Kalmbach Publishing Co. one). He has asked us now to warn members that, although Vol. 1 No. 1 of this magazine appeared, there have been no

further issues and they do not seem to answer their mail. If you haven't already subscribed, don't. If you have, Frank offers his humble apologies.

"Caveat Emptor" is legalese for "let the buyer beware." -Ed.

A sternline telegraphic report from Cincinnati has it that some of the good ladies of that city have aspirations to illuminate the suspension bridge, and are offering Warren Stichtenoth prints of the bridge as a fund-raiser. The idea probably is a carry-over from the recent illumination of Eads bridge at St. Louis. The compulsion to illuminate bridges is not a new one, witness the fact that the completion of the Wheeling suspension bridge over the Ohio River in 1849 was celebrated with the lighting of 1,010 oil lanterns placed at night across the main span which is 1,010 feet from center to center of the stone piers.

The Alaska Historical Society announces publication of "Alaska's Copper River," by William S. Hanable. Chances are you are not familiar with the stream, but mention of the Kennecott copper mine probably will ring a bell. Author Hanable records that this mine by 1938 was 11th among the world's copper producers. The Copper was too swift for steamboats, dropping seven feet per mile in its lower half. The Yukon drops 1.2 feet per mile from Whitehorse to its mouth. Nevertheless the valley provided access and was substantially utilized. Valdez, near its mouth, is the outlet for the Trans-Alaska pipeline. The story from Russian times to the present is vividly portrayed, and many interesting maps and pictures are presented.

The Steamship Historical Society of America, Inc. is holding its Fall National meeting in Pittsburgh, Pa. the week-end of Oct. 7-10. A number of the delegates will be boarding the DELTA QUEEN on Oct. 8 for a two-night cruise, Pittsburgh to Wheeling and return, according to Steve Dininio, program co-chairman.

Sirs: The picture and article in the March issue on the Altamont Hotel were very interesting. There is a school of thought in Ft. Thomas, Ky. that the Altamont venture was something of a scam, and the much publicized mineral spring was only a trickle. As a boy I played often on the hillside below the Altamont. There was a small bottling plant and a C&O rail siding at the foot of the hill. The concrete road which led down the hill to the siding was either poorly engineered or not engineered at all, as it slipped

down the hillside within a year after being opened. There are still large chunks of concrete in the creek bed at the foot of the hill. The Avenel Hotel mentioned in the article was built in the late 1900s by my great grandfather Henry A. Schriver, who also built most of the Ft. Thomas army post. The Avenel was torn down about 1928, and the site is now a residential street, Avenel Place.

T. J. Hall II,  
33 E. Southgate Ave.,  
Ft. Thomas, Ky. 41075

City of St. Louis, Revised Ordinance, 1881:

SEC. 7. Every owner or person in charge of any boat or watercraft of whatever kind, who shall suffer the same to ground at the wharf or landing and remain grounded, through neglect, for a longer period of time than twenty-four hours, shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in a

sum of not less than fifty or more than one hundred dollars.

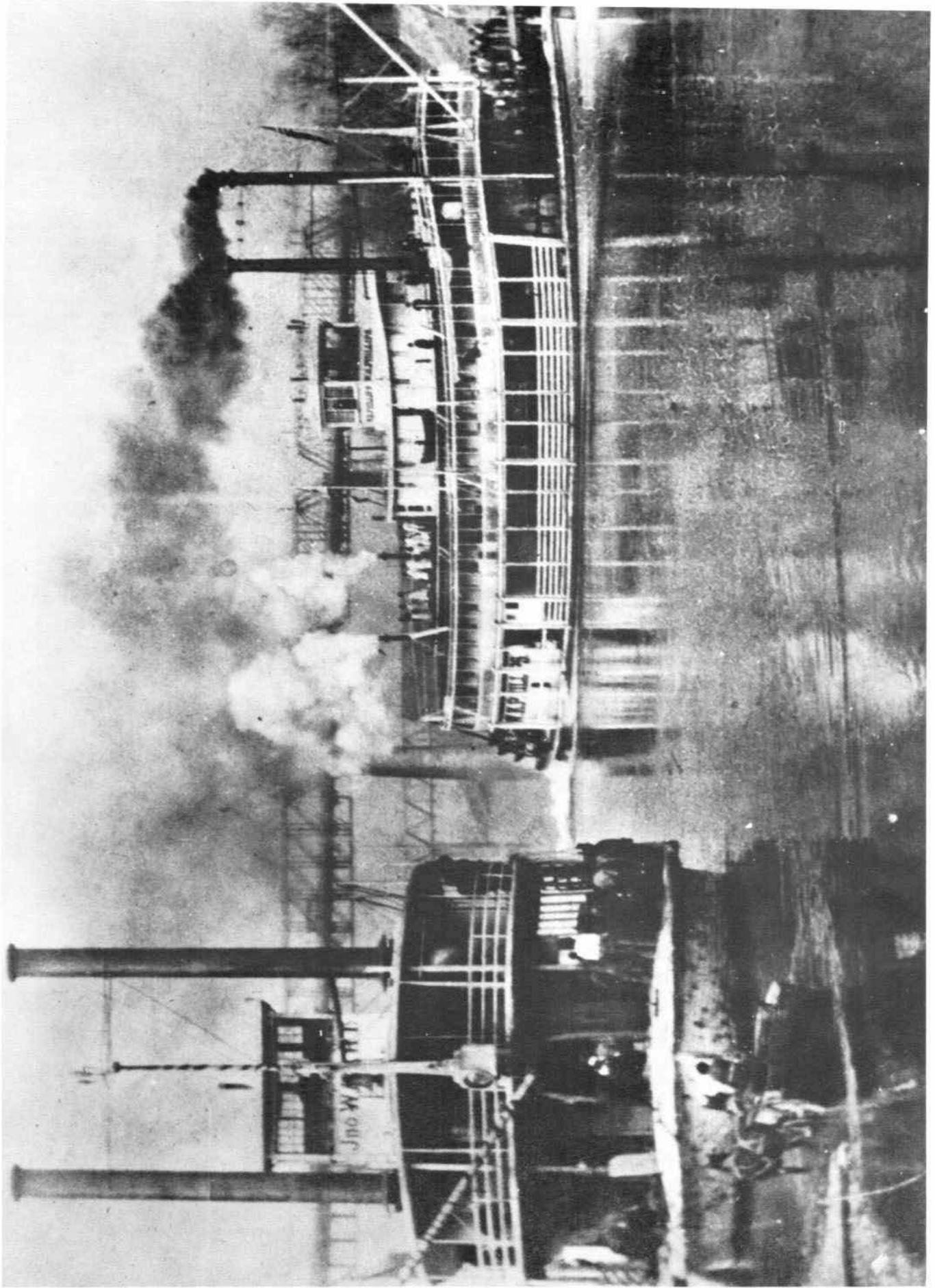
SEC. 8. All boats of whatever kind--coal flats, skiffs and yawls excepted--landing at the wharf or landing, shall have a name painted on some conspicuous part of such boat, with letters at least six inches long, and placed so that it can be easily read from either side. Every person who may be guilty of landing any boat without a name painted thereon, as above required, shall be deemed guilty of a misdemeanor, and upon conviction thereof, be fined in a sum of not less than five nor more than fifty dollars; provided, that any person landing a boat within the harbor without a name, shall not be liable therefor if he causes a name to be painted on said boat, as required, within three days from the time of its arrival at the landing, and before it leaves the same.

--Our thanks to John Hartford.



**T**. J. HALL II sends us the above. "I am really stumped on the barge named MAGGIE HALL in the foreground," says he. After some digging into an old record book we find that MAGGIE HALL was built at the Howard Ship Yard, Jeffersonville, Ind. in 1901, and measured 200 x 34 x 6. Such decked model barges, braced with centerline arch hog-chain, and a raised shanty built thereon, were used to transport lumber. The picture was taken in Cincinnati at the foot of Lawrence Street, with the Cincinnati-Newport

highway bridge in the background, and the towboat DOUGLAS HALL at the right. The HALL burned on the Kanawha River in Sept. 1914 and judging from other pictures in the Hall family collection, this photograph was taken shortly prior. The MAGGIE HALL was named for T. J. Hall II's grandmother, Margaret M. Hall, wife of river pioneer T. J. Hall, who came to Cincinnati in 1896 from Aberdeen, O. to enter the coal business, and later sand and gravel. The firm discontinued business in 1938.



The W. K. PHILLIPS cut quite a swath--see column one, next page.

## PICTURE ON THE OPPOSITE PAGE

Ralph DuPae picked this one up from the collection of Capt. J. D. Tyner, Mt. Juliet, Tenn. It was taken at Nashville, Tenn., quite possibly when the W. K. PHILLIPS, arriving from Paducah, was brand new from the Howard Ship Yard in 1892 judging from the ostentation; flags flying, black-smoking, the 'scapes set out on the roof, the black waiters--white coats and aprons--aft of the texas, the deck crew standing on the stage-heel, but moreso the fresh white paint even to hull and main deck nosing. The PHILLIPS cut quite a swath on the Cumberland, running as an independent until the Ryman Line adopted her about 1896 after a ruinous rate war. The JOHN W. HART (abbreviated JNO. on the pilot-house) is loading for points on the upper Cumberland--packets ran 326 miles above Nashville those days, to Burnside, Ky.--and she seems to be dressed in mourning with black crepe twined on stage boom and mast.

## SEEING THE SIGHTS IN CINCINNATI

Excerpts from the diary of Ann Tabitha Devol, Marietta, O.

Wednesday, May 5, 1868. Went to town. Got the children's photos taken. Bought a trunk &c. Expect to leave Saturday. My dear little girls. How I hate to leave them. May God in his infinite mercy spare me to them many years and may He watch and guard them in our absence.

Saturday, May 8, 1868. Got on board the steamer ST. CHARLES at Marietta at 11 a.m. Laid at Har-mar half an hour. Neighbor's families came on board there. Our party was then complete. Ma and Pa Devol, Mr. Gus Dyer, wife and two oldest children. Fine stage of water and we boomed along down the river quite briskly. When we arrived at Parkersburg who should give us a call but Mrs. Porterfield. She had got my letter that I wrote the day before and came over from Belpre to meet us. It was a pleasant surprise. Had a nice chat with her. The boat laid there an hour.

Sunday, May 9, 1868. Pa and Ma got off last night at Middleport at 10 p.m. It was quite dark but we saw someone showing them up the bank with a lantern so we hoped they found Frankie and Tim all safely. It is raining today. We are having considerable fun notwithstanding the rain. They have set a nice table on the boat. We had 8 different desserts for dinner today. It is the largest boat I ever traveled on. We arrived at Cincinnati at 6½ p.m. We took rooms at the Spencer House and then we started for a walk. We went over the Suspension bridge which crosses the Ohio at this place. It is truly a work of art and mechanism. The largest span in the world. It is perfectly astonishing what a man can and will

do. We got back to the Spencer House just at dark. Was very tired and sleepy. Had a good night's rest, a nice bed and a clean one at that. I wrote a letter to the children and Sister Hattie this evening.

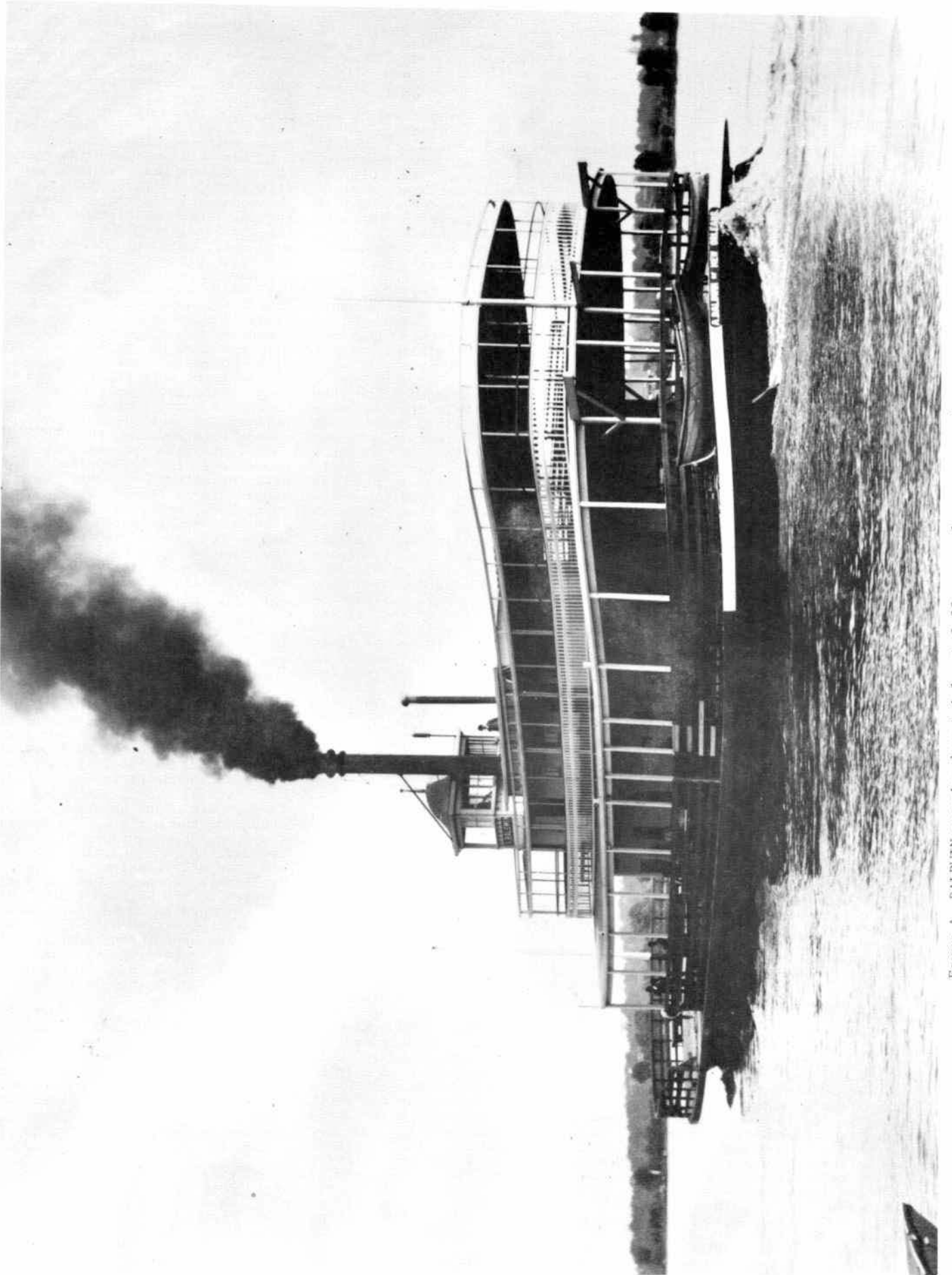
Monday, May 11, 1868. Bright and sun-shiny this morning. Had breakfast and we got a cab and all went out to Spring Grove Cemetery. We went by way of the Clifton Road. There are certainly some of the handsomest residences on this road I ever saw. Such beautiful grounds and such taste displayed in laying them out. Miniature lakes, statuary, gravel walks and drives. Such beauty. I never enjoyed an hours ride any more in my life. In fact we were three hours out from the Hotel. When we got to the Cemetery we found that no-one was admitted without a pass and as we did not have that when we left the city, we were in a fix. But the men talked to the Superintendent, told him we were strangers in the city, and did not know the regulations &c, &c, and so he let us in. I thought I should go wild. I was perfectly enchanted. Such a lovely place as it is. The most handsome monuments. Nature has done so much for the Cemetery in the first place. It is rolling and the soil is gravel so that it is always dry. There were at least 25 hands employed on the grounds, women and men. The women were pulling the grass from the edge of the drives, keeping it from growing into the gravel. The grass looked as if it had been shaved with a razor, it was so smooth. We saw very few graves. They make vaults now altogether and have them so they can go into them when they want to. There were three small lakes on the grounds. They were lovely. There were swans on the water sailing around. On two islands in each of the lakes the swans were building their nests and setting. One pair had hatched three young and the little things were splashing around in the water enjoying themselves hugely. It was so lovely and enchanting that I was loathe to leave. But all things must come to an end and so did this ride. We got back to the Spencer House at 12 noon, ate our dinner and it was a good one, and then went out shopping. I got a cluny collar for .75 cts, 50 cts cheaper than they are in Marietta. Went into any amount of fancy stores. Lib bought a chignon. Paid \$10 for it. We stopped at some of the jewelry stores. It is enough to make your eyes sore to see the dazzling diamonds. Had a nice walk. Got back to the Hotel and found our husbands out. Concluded they had gone to hunt us. They came in the course of half an hour. Tried to make us believe that they were lost. We had quite a laugh over it. I have forgotten to mention in my journal about our Companion that Lib brought along with her. It is nothing more nor less than a bottle of whiskey. We emptied it on our way down, so had

to get it filled here. We have fun alive about our Companion. It has been a beautiful day and we have had a nice time sight-seeing. Tonight we go hear Owen the Comedian play at the National Theatre. Tuesday, May 12, 1868. At Seymour, Ind., a small village on the Ohio & Miss. R.R. We left Cincinnati this morning at 7:40 a.m. Got here at 12 noon. It has rained all day so far. We have got to wait here until 3½ p.m. to make the connection. It is provoking indeed. Had a glorious time at the theatre last night. The play was "Self," one of Mr. Bateman's (?) best pieces. Mr. John Owen was the star. He is cute enough. Was well played. The farce was "Sarah's young Man" and it was truly laughable. We have had lunch and Gus proposed cards. We all seconded the motion so forthwith Gus went out and bought a deck. We at once entered into the game with much spirit and were having a gay time when the proprietor of the establishment politely informed us that he could not allow such proceedings. Of course our fun was spoiled and we quit instanter. I never was so amused in my life. Such a laugh as we had. Well, as I had nothing else to do, I posted up my journal. It is now 2:45 p.m. and we have nearly an hour longer to wait. We are at Harvey's dining house. Still raining.

Ed's note: The above was handed to us by J. B. (Jerry) Devol, of Devola, O. who says the author of the journal was Mrs. William Dudley Devol. The side-wheel ST. CHARLES which took the party to Cincinnati does not survive in a photograph, but was said to be a duplicate in many respects of the ST. NICHOLAS pictured in our March '83 issue, page 6, built at New Albany, Ind. in 1864. In May 1868 she was in the Pittsburgh-Cincinnati trade, Capt. Charles A. Dravo, with Andy Robinson, Jr. in charge of the office. The Spencer House, a very considerable hotel, fronted on the Cincinnati levee and was still extant, although in deplorable shape, when we first started in the Ragtown trade. After the card party had been banned in Harvey's dining house at Seymour, Ind. the party continued to Detroit, returning by rail to Marietta at 5 p.m. on Saturday, May 16, 1868. The last entries were these:

Found all well at father's. Dudley went on up home and brought the express down for me. Found the family at home all well. Helen had been asleep but May was awaiting anxiously for us. I soon opened out my little presents I bought them all. A gingham for Aunt M-, a set of coral for Maggie and dolls for the children, &c, &c.

To explain, the cluny collar which cost .75 cts., was made of heavy bobbin lace with an open design, made of linen or cotton thread; and the \$10 chignon was a knot or coil of hair worn at the back of the neck.



Ferry A. BALDWIN running her trials at Jeff--see column one, next page.



## PICTURE ON THE OPPOSITE PAGE

Capt. Jim Howard took this shot of the New Orleans ferry A. BALDWIN while she was running trials at the Howard Yard, Jeffersonville, Ind. in 1905. Her steel hull was catamaran style, 127 x 58.9 x 7.5. Two boilers powered engines 13's- 6 ft. The first owner was Union Ferry Co. and later she was owned and operated by the Bisso Ferry Co., allowed 231 passengers and 35 automobiles. The BALDWIN regularly crossed the Mississippi in the New Orleans area for well over a half-century. The picture from which this is made reposes in the Howard Museum collection, reproduced by the Murphy Library crew of the University of Wisconsin at La Crosse.

Gene and Claire Fitch will be celebrating their 50th wedding anniversary on Friday, July 8th.

Sirs: Did you ever bring the famous Brownie into action when General McCausland appeared at his landing? A nice surprise to see the McCausland home in the March issue; his house has long been a favorite of mine in the home state. Another good issue; I'm taking it with me to South Africa Thursday, March 24, to read on planes and between trains.

Roddy Hammett,  
1428 Polymnia,  
New Orleans, La. 70130

=Aim a camera at General John McCausland? -Ed.

## O-K'S SHOW AND TELL MEETING

by Jim Wallen

A variety of memorabilia and artifacts drew the attention of members of the Ohio-Kanawha Branch of S&D at their spring meeting held the afternoon of Sunday, March 20, at St. Mark's Episcopal Church in St. Albans, West Va.

Billed as a "Show and Tell" meeting, it drew forth a display of such unique items as:

Albums and excellent steamboat pictures brought by Cpts. Ben Gilbert and Charles Henry Stone.

A Currier & Ives print of the JAMES HOWARD and MEMPHIS in a race on the Mississippi, brought by Jerome Collins.

A pair of dinner plates brought by Capt. Harold Wright, one of them bearing a picture of the towboat MONONGAHELA, and the other of the Ashland Oil towboat PAUL BLAZER, the art work of William E. Reed on plates made at Wellsville, O. for Capt. Tom Kenny.

Model of passenger ferry launch J. H. STONE operated across the Kanawha River at Point Pleasant beginning in 1911.

Steamboat racing scene on the Mississippi showing the QUEEN OF THE WEST, done in crewel work by one of Jerome Collins' younger relatives.

Spar hook salvaged from the wreck of the TELL CITY by Herschel Burford, an item which brought forth much speculation.

A small, metal golden eagle thought to have decorated the roof bell of the GENERAL PERSHING.

Small, metal model of the second ISLAND QUEEN, found along the shore by Axtel Dudding, possibly a paper weight.

Decorative wall plaque bearing a public announcement of the steamer HOMER, which proved to be an advertisement for a packet owned and operated in 1860 by the great-grandfather of one of the O-K Branch members, Richard Hopkins of Ironton, O.

Other odds and ends, including an embossed picture of a steamboat done in crushed walnut shells and a paperweight showing a picture of the RELIANCE.

Captain Stone concluded the meeting by reading a wildy hilarious letter from Bill Smith of Springfield, O., relating the adventures of the tri-wheel steamer FREDERICK WAYWARD and its nondescript crew.

Jerome Collins opened the meeting by asking for a minute of silence in memory of Thelma Burford, wife of Herschel Burford, and of Cpts. Harold Birchfield and Harold Supples, all of whom recently passed away.

The next meeting of the O-K Branch was announced for Sunday afternoon, June 12th, in the Mason County Library at Point Pleasant.

Sirs: I have just finished reading the book "Rafting On the Mississippi" by Charles Edward Russell and published in 1928. Pages 330-333 tell of the ripe old ages attained by many Upper Mississippi captains, pilots and engineers. It is a great book to read, and I am encouraged to note so many rivermen still active in their 80s and some with their faculties into their 90s, and one, Capt. William Davis, a raft pilot, died at North Superior, Wis. in 1918 aged 106. Russell says he is told that the open-air life accounts for such longevity, but he thinks it is something more. Russell says the river's gift to those who ply it is the vital interest it creates in a person to the end of his days, watching the river, talking about the river, and dreaming about the river; and so it is that life never grows stale or weary. I guess that's why we go back to S&D meetings and enjoy them so very much. Be this the recipe our president and editor will continue for years to come.

Michael L. Muldowney,  
Bridgeport, Ohio 43912

=Some mornings getting out of bed, testing weight on one foot, then the other, to see how it is going to go, gets a person wondering. Thanks a million for the kind thoughts. -Ed.



SOME of the officers of the NATCHEZ pictured by Judy Patsch this past April 2nd, from the left: Steve Nicoulin, pilot; Bob Heyn, mate; Clarke Hawley, master; Rodney Richardson (peeking over Doc's shoulder), mate; Tommy Keel, watchman, and the watchman at the right we know not. Taken at the Toulouse Street wharf, New Orleans.

Capt. Lou Burke died, 62, at Ashland, Ky. on Wednesday, April 13, 1983. For more than 30 years he was master of Ohio River Company towboats. Previously he had been with Armco Steel when they towed coal from Huntington to Cincinnati. He made the final trips on the GEORGE M. VERITY, WEBER W. SEBALD and CHARLES R. HOOK in this service. He concluded his river career as pilot on the CAPT. ELIZA of Tri-State Materials Division of the Dravo Corporation in late 1982.

Captain Burke also had a distinguished military career during WW2. He joined the Amphibious Engineers in June 1942 and was in charge of light-draft craft taking troops ashore at New Guinea and at several combat theatres in the South Pacific. In all, he was engaged in eight battles and he saw Gen. Douglas MacArthur wade ashore for the reconquest of the Philippines. When mustered out in November 1945 he was a technical sergeant.

He is survived by his wife, Estelle Stowers Burke; one son, Arthur Dennis Burke, and one daughter, Patricia Audrey Gibson. Also he leaves a brother, William Earl Burke; a sister, Anna Lilly Vanhose, and two grandsons.

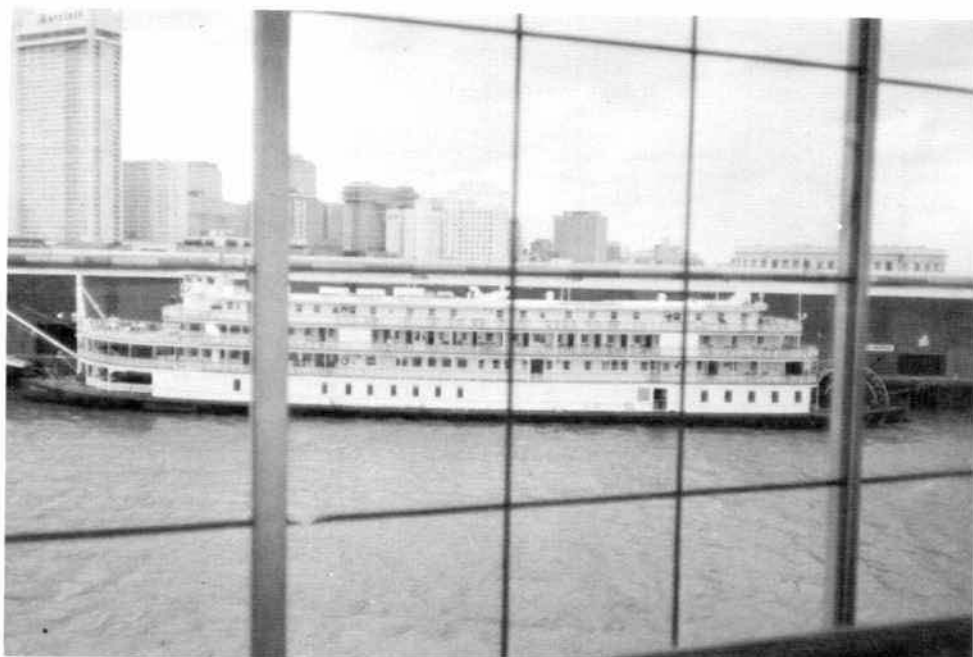
Military graveside services were held at the Haverhill, Ohio Cemetery. He was born at Haverhill, 7½ miles above Burke's Point on the Ohio River, named for the family. Captain Burke's first river work had been on the diesel towboats PETE and ERNESTINE, which operated out of Huntington at the same location where he stepped ashore from his last river job on the CAPT. ELIZA. He was a member of the Ohio-Kanawha Branch of S&D.

Robert L. Bruce, for 30 years the mayor of New Martinsville, W. Va., died aged 90 in Forest City, Florida on Monday, March 28, 1983. He was well known and highly regarded by the river fraternity as well as his fellow townsmen. He did many a favor for the Greene Line when the GORDON C. GREENE ran to Pittsburgh and had a landing cleared so DELTA QUEEN passengers could visit his city later on. When a packet or excursion boat landed at New Martinsville the first person over the stage with hand outstretched in greeting was Bob Bruce. He was an original promoter of the New Martinsville river regatta, regarded as one of the most popular and widely attended of such annual events. He attended many of the early S&D meetings at Marietta while still in the mayor's office. All city offices in New Martinsville were closed by proclamation on March 31 and a day of mourning observed in his memory.

Sirs: The Danube ain't blue.

John W. (Jack) Garden

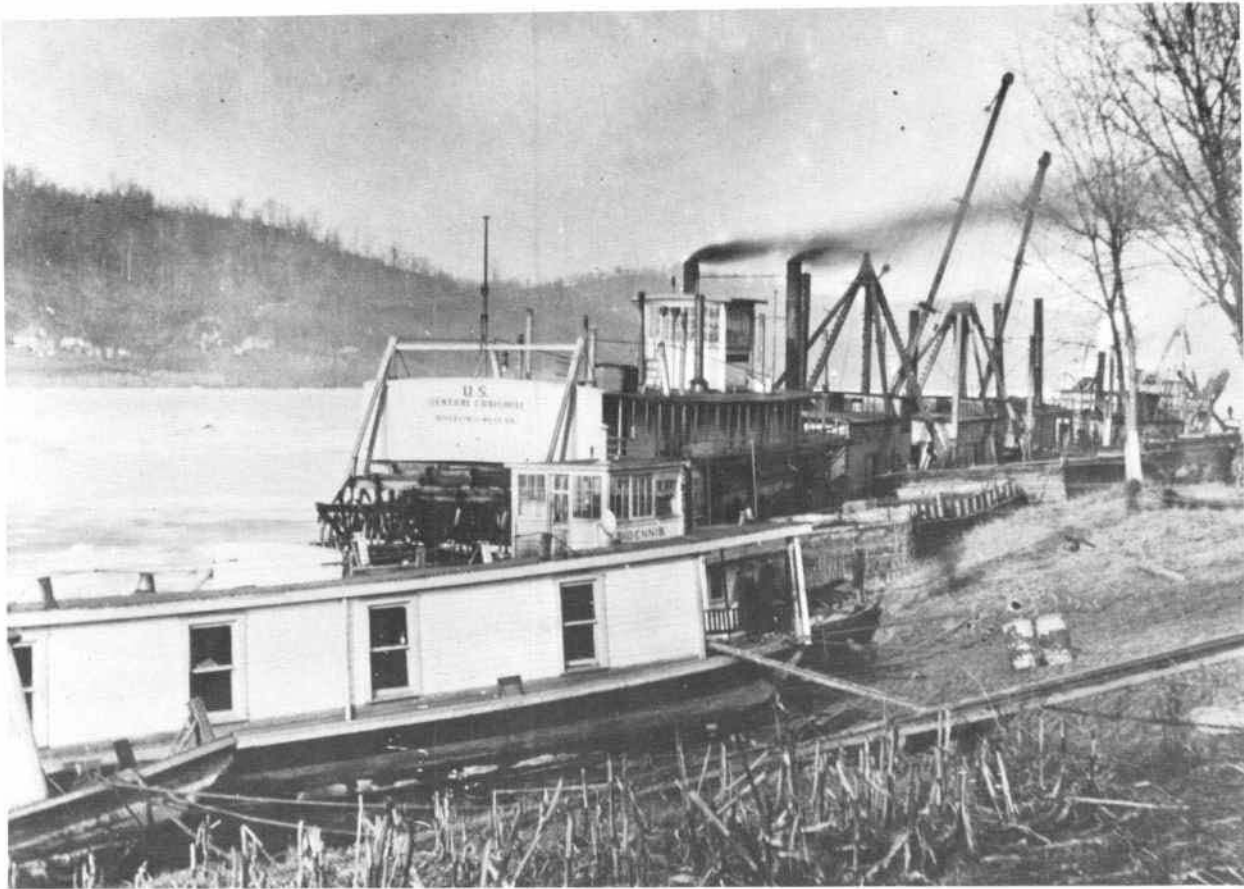
=This on a post card from Budapest. -Ed.



**D**URING one of Judy Patsch's ten spring rides aboard the NATCHEZ she shot this one of the DELTA QUEEN, first we have seen of the "new look" with a batch of the windows missing along the lower deck, port side. Also this is the only picture we've ever seen shot through a closed pilothouse window.



**C**APT. CHARLES HENRY STONE has our thanks for the above, and says he doesn't know much about the boat save that its name is ELIZA D. She was built at the Mozena Yard, Clarington, O. in 1909 on a wood hull 52.1 x 12.3 x 2.3. The original owner was Joe Davidson who named her for his wife. Originally 20 hp., the boat later had a 25 hp. International. She served as a ferry at 24th Street, Wheeling, and this picture was taken in the foot of Wheeling Island at Bridgeport, O. She also pinch-hit as a ferry at Wellsburg, West Va., replacing the regular ferry BUCKEYE, then run by Tommy Roberts. Later she was owned by Edgar Reilly of Clarington, who ran her in low water packet trades. Finally wound up running in the Little Kanawha River. The original of this picture was owned by Capt. William McKinley of Point Pleasant who was on the VIRGINIA and later the PIONEER for Dravo. Tommy Roberts was McKinley's stepfather.



ONE OF THOSE "whatzit" photographs, this sent in by Capt. Charles Henry Stone. Charlie knew the steam towboat GENERAL CRAIGHILL, for he did plenty of piloting on her when she was BESSIE E. MERRILL later in her career. The scene is at Ravenswood, West Va. and looks like everybody's tucked in for a heavy run of ice in the Ohio River. The houseboat is at the city wharf which angles up the hill (two oil drums parked on it) and the pilothouse peeking over top of the houseboat is that of the gasboat ST. DENNIS, whose presence goes a long way toward dating the scene. She was built by A. C. Ritchie there at Ravenswood in 1915 for use in connection with the St. Dennis flour mill located in the upper end of town along the river. He also had a covered wooden barge 58 x 12.5 which the

ST. DENNIS towed hither-and-yon, named DAISY, and this so-called houseboat may be it. The operation didn't pan out for some reason and after only a year or so Ritchie sold the ST. DENNIS to John P. Smith who operated on the Monongahela River out of Dravosburg, Pa. So this picture very well may have been taken during the 1917-1918 ice. The GENERAL CRAIGHILL had a steel hull and was built at the Howard Yard, Jeffersonville, Ind. for the U.S. Engineers in 1911. Capt. Charles C. Stone bought her at public sale in 1939 and renamed her BESSIE E. MERRILL, and by 1940 his son Charles was the pilot, and that's the last time we shook hands with Joe Cutler, who was her 2nd engineer at the age of 78. We had boated with Joe on the GENERAL CROWDER and SENATOR CORDILL.

-From the wheeling Register, February 25, 1874:

#### A STEAMBOAT TROUBLE

After the steamer ANDES had left the wharf, yesterday afternoon, she had occasion to stop at the La Belle landing at the lower end of the city. It appears that the towboat WILD DUCK was at the above landing, and her commander, C. F. Adams, refused to give the ANDES an opportunity to land. Captain Muhleman threatened to run in anyhow, whereupon Capt. Adams became very much excited and hurled a stone at Capt. Muhleman. Officer Hugh Harrison happened to be on the ANDES at the time, and arrested Capt. Adams and took him before Squire Clohan. After hearing the evidence the Justice fined Adams five dollars and costs and requir-

ed him to give bond in the sum of \$300 to keep the peace for the period of one year. The bond was given and Capt. Adams was released.

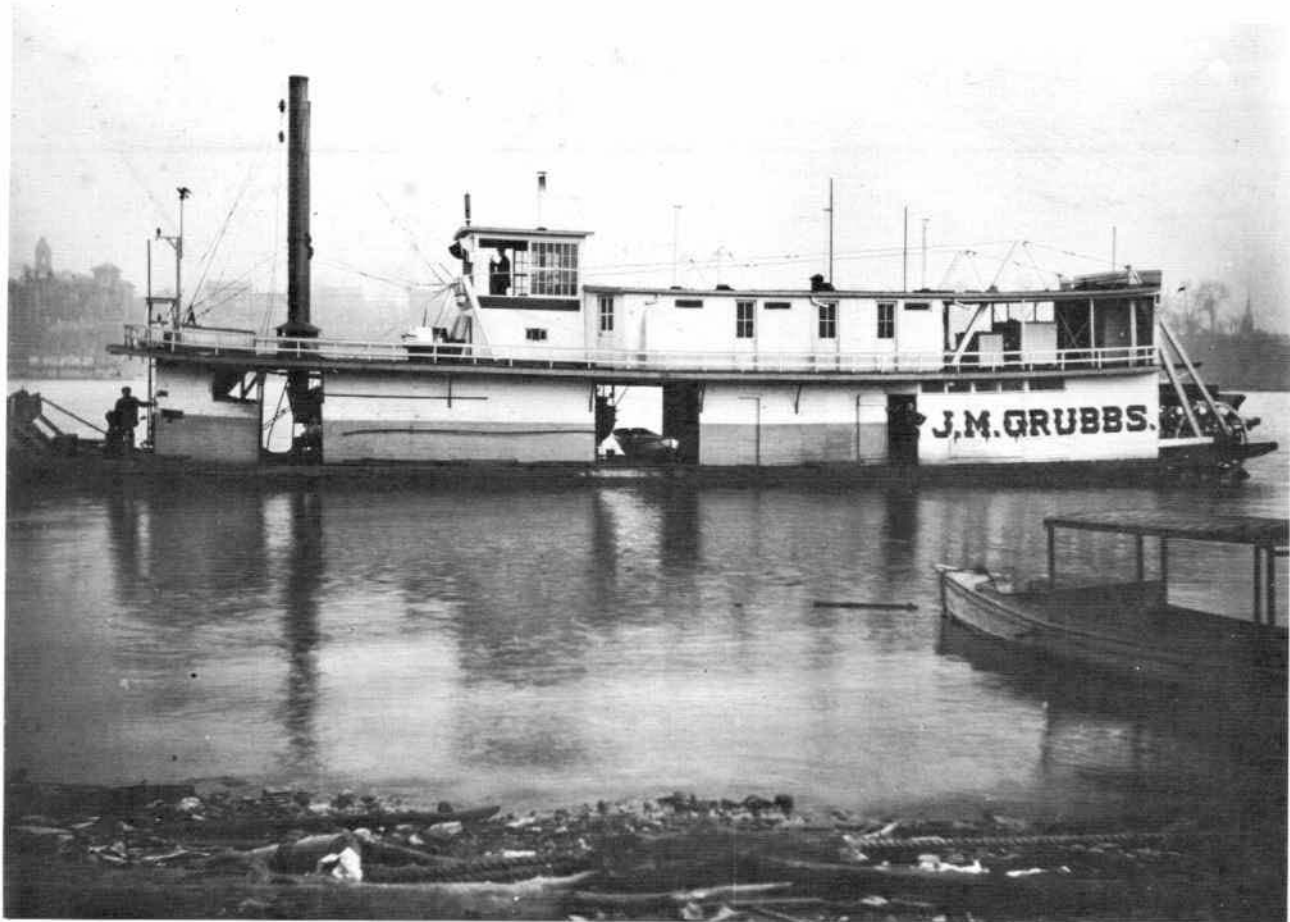
#### NARROW ESCAPE

The towboat MY CHOICE and the ferryboat CARRIE came near colliding yesterday morning just as the latter was trying to effect a landing near the Top Mill. The high wind causing the CARRIE to become a little unmanageable, she got in the MY CHOICE's course, and before she could get out of the way, it seemed as if a smash-up was inevitable. However, the ferryboat did get out of the way, and what might have been a terrible accident resulted in only a bad scare.

#### WHARFAGE FOR 1873

We are indebted to Uncle Joe Forsyth, wharfmaster, for the following:

The amount of wharfage collected during the year 1873 amounted to \$3,685, which is an increase over 1872. Of that amount the wharfmaster received \$321.77 as commissions, which is the amount of his salary. In the connection let us remark that Wheeling pays her wharfmaster less than any other city on the Ohio River. At Pittsburgh he receives \$1,200 per year, at Steubenville, Rochester, Pa. and Parkersburg they receive 25 per cent on the amount collected, while Wheeling allows only 15 per cent. The City Council should make an increase.



THE ABOVE comes from T. J. Hall II of Ft. Thomas, Ky. who was puzzled as to why the photograph had been preserved in the family archives. The answer appears in an old record book of vessel inspections which lists the J. M. GRUBBS as owned by the T. J. Hall & Company, Cincinnati, in the period 1906-1915. She is described as 100 x 20 x 3, built at Bromley, Ky. in 1898, wood hull. List of Merchant Vessels in 1908 describes her dimensions as 89.8 x 20.2 x 2.9, and gives her place of build as Delhi, Ohio (near the old Fernbank Lock and Dam, No. 37). The earliest information we have on her dates 1902-1904 when she was owned by Capt. W. P. Vaughan who was running her as a freight and passenger carrier on the Big Sandy River, Catlettsburg to Pikeville. Following her T. J. Hall Co. ownership she was logged by the Illinois Central Railroad

drawspan keeper at West Point, Ky. crossing Salt River, as having blown for the drawspan to be opened at 10:15 a.m. on March 28, 1918, upbound. The keeper logged her on April 1 at 5:50 p.m. downbound--this making of her one of the last, perhaps the last, steamboat up Salt River. Stephen E. Price, showboat operator, had her towing the COLUMBIA showboat. He wintered her in Green River 1927-1928, caught pneumonia and died, and in May 1928 his father sold the GRUBBS to W. C. Sanderson, Evansville. The new owner renamed her WILLIAM C. and the boat is so registered in 1929. That's the last news we have of her. Now a few notes about the above picture: It was taken at the foot of Lawrence St., Cincinnati, very likely shortly after she had received major hull repairs and new engines in the spring of 1914, still in T. J. Hall ownership.

Frank X. Prudent, 2919 Dunaway Ave., Cincinnati, O. 45211 was a New Orleans visitor aboard the DELTA QUEEN, spending five nights aboard early this spring. Frank reports a number of improvements made during the winter lay-up.

"The plywood that was all along the main deck guards has been replaced with tongue-and-groove cypress and does it look sharp! All of the main deck windows have been replaced by plexiglass, and some of them have been removed. The floor of the Orleans Room has been polished to a real fine shine, and at the entranceway there is a new plum-colored carpet.

"The furniture in the forward cabin has been spruced up--some

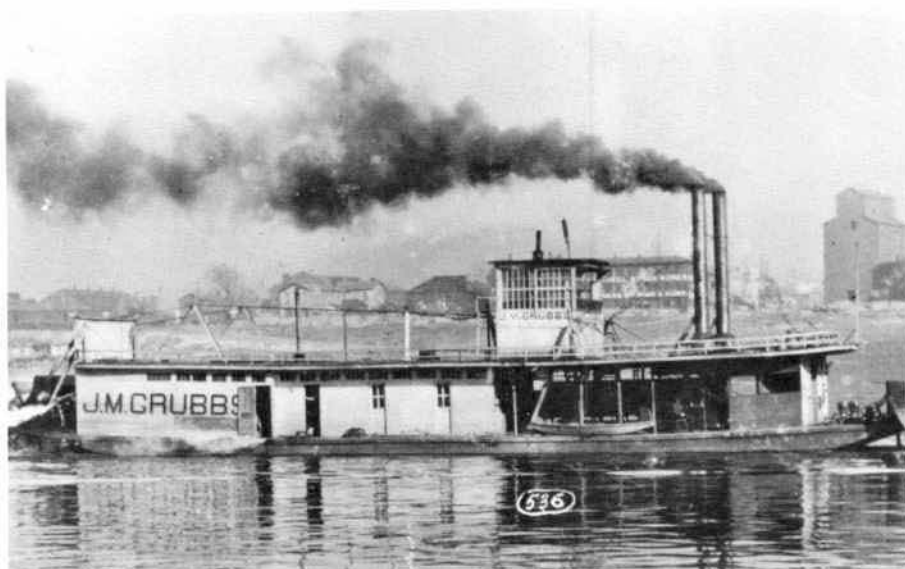
new and other pieces reupholstered. The "carriage trade" rooms built by Capt. Tom Greene have been fancied up. The paint around the large picture windows has been taken off and the natural wood now is varnished. New draw curtains, new carpeting, bed spreads, brass headboards and lamps. Each of these rooms will have its own brass polished cuspador--a touch that imparts a real steamboatin' flavor.

"The pretty carpet that was placed in the Texas lounge prior to the 1979 season has been replaced by a fancy floral design that looks as if it was lifted from the cabin of the GRAND REPUBLIC or the J. M. WHITE.

"The pilothouse has a new radar and an interior paint job. The fiberglass resin coating that for years formed the exterior of the DQ's pilothouse is gone---the original lumber, renovated and painted, now takes its place.

"I also spied quite a few new brass door hinges throughout the boat. Capt. Harold DeMarrero, Jr. tells me that other fixings are in the planning stages. She ought to be a real pumpkin by the time of the Op Ship parade in '84."

Two harbor tugs raced at New Orleans in 1916, the W. G. WILMOT and the W. A. BISSO. The WILMOT won in a cloud of black smoke.



**T**he J. M. GRUBBS had no cabin aft of the pilothouse when first built as evidenced by this picture taken at Iron-ton, O. by Thornton Barrette. At sometime during her career additional length was added by extending the fore-castle about ten feet.

The photograph of the BOB TRESLER in the March issue, page 7, was taken in drydock at Keokuk in the fall of 1940 after her sinking at La Crosse. John Miller thought perhaps it was taken in 1939 but now is reasonably certain that the TRESLER was docked at Keokuk only once, that in 1940.

#### WENT INTO ORBIT?

On page 43, this issue, is an account of the explosion of the towboat J. N. CAMDEN. Since writing it, we have come upon an account told by the only eye witness to the catastrophe, a boy who was watching the boat go by. "Mr. William Barnard, the pilot, was blown straight into the air until his body could no longer be seen," recounted the lad. "He ascended into space with fearful rapidity. The pilotwheel he had been holding was thrown several hundred yards in the air, and alighted upon the hillside."

Capt. Charles J. Larkin, skipper of the BELLE OF LOUISVILLE for the past seven years, has been honored with the title Captain Emeritus by the B/L's Board as he plans to take life a little more easy. He is 68. The BELLE's regular master becomes Capt. Michael Fitzgerald, aged 25, who grew up in Portland, Ky. and went on the river as deck-hand on the B/L, won his first class pilot's license when he was 21, and stood for his master's license in October 1978. He extends generous credit to Captain Larkin, and to pilots Wally Blice and Lee Cable for his river education. Meanwhile Captain Larkin will spend more time at home with his wife Florence after a total of 11 years with the B/L; four as pilot and seven as master.

Jerry Sutphin conducts a department titled "Inland Rivers" in the STEAMBOAT BILL magazine. In the Spring '83 issue Jerry devotes the column entirely to one topic, the final disappearance of "lamp lighters" along the shores of the Mississippi. We quote:

"1982 saw the end of a historically significant occupation on the Inland Rivers, that of the navigation light lamplighters. A 35-year career came to an end for Wayne Lee in November (1982) when he retired as the last lamplighter on the Mississippi River. Mr. Lee had become a lamplighter in 1948 when he took over the job vacated by his father's death. His father had been a lamplighter since 1928 while this service was still under the old U.S. Lighthouse Service.

"At one time there were more than sixty lamplighters working on the Mississippi River between Cairo and Baton Rouge filling the one-quart bowls of the lamps with kerosene from five-gallon cans, trimming the wicks, cleaning the vents and washing the windows. The purpose of the effort was to keep the lamps burning in all kinds of weather to guide the river pilots up and down the ever-changing river channels.

"Between 1950 and 1960, the kerosene lamps were replaced by battery-powered electric lights with the exception of Mr. Lee's run. This was due to the geographic location of his run, a 21-mile stretch of river from Ridge-ly, Tenn. to Cottonwood Point. At all other locations the "government lights," as the pilots called them, were maintained by the Coast Guard. However, Mr. Lee's stretch of the river was at the end of two distance maintenance runs--- one Coast Guard cutter came up from

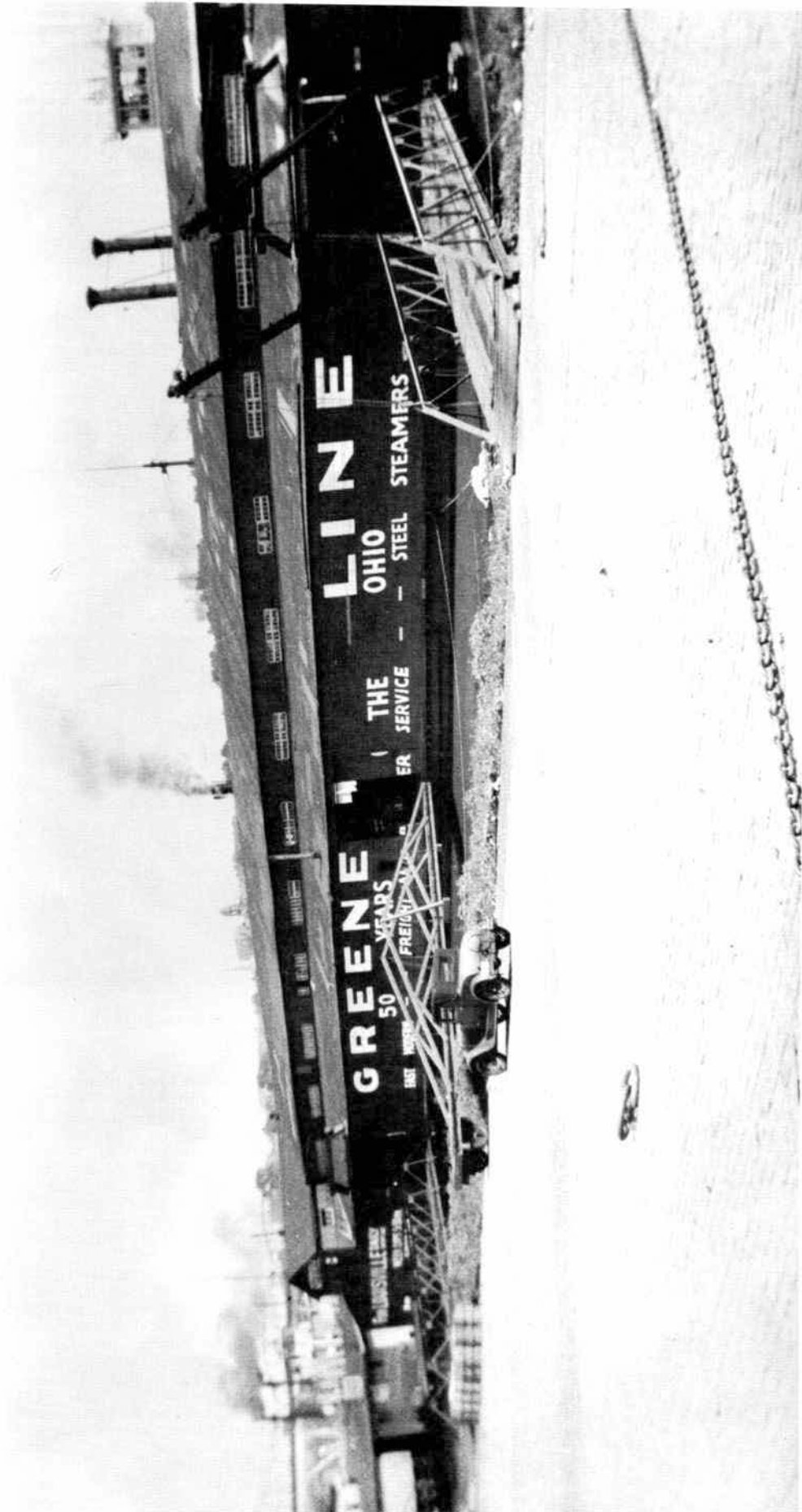
Memphis while another came down from Cairo. Both boats often were unable to complete the work along their assigned segment of the river in the required time frames. So, because of the location of an isolated stretch of the lights, Mr. Wayne Lee became the last in a long line of lamplighters that began in 1874.

"It was in that year that Congress passed an act extending the jurisdiction of the U.S. Lighthouse Board to the inland rivers, particularly the Mississippi, Missouri and Ohio. A part of this act called for 'the establishment of such beacon-lights, day beacons and buoys as may be necessary for the use of vessels navigating these streams.' The idea to place lights along the shore to assist pilots navigating certain parts of the river was not a new idea. Steamboat owners and often pilots had paid to have lamps maintained along segments of the rivers before 1874."



Dave Crecelius, 1898-1983.

David R. Crecelius, recently retired chief engineer of the BELLE OF LOUISVILLE, died on Wednesday, March 30, 1983. He was 85. Dave was chief on the B/L for 18 years, and retired in 1980. He started boating with the U.S. Engineers as striker on the GREGORY in 1922 and after he got his license he stood his first engineer's watch on the packet JOHN W. HUBBARD. Other packets he engineered include the TOM GREENE, ALABAMA, KENTUCKY and QUEEN CITY. Survivors include a son, Donald E. Crecelius; a sister, Mrs. Date Mauck of Corydon, Ind.; five grandchildren and a great-grandchild. Burial was in Evergreen Cemetery, Louisville. -We are indebted to Keith Norrington for the photograph which Keith took on the head of the B/L in October 1972 during a tramping trip Louisville to Cincinnati and return.



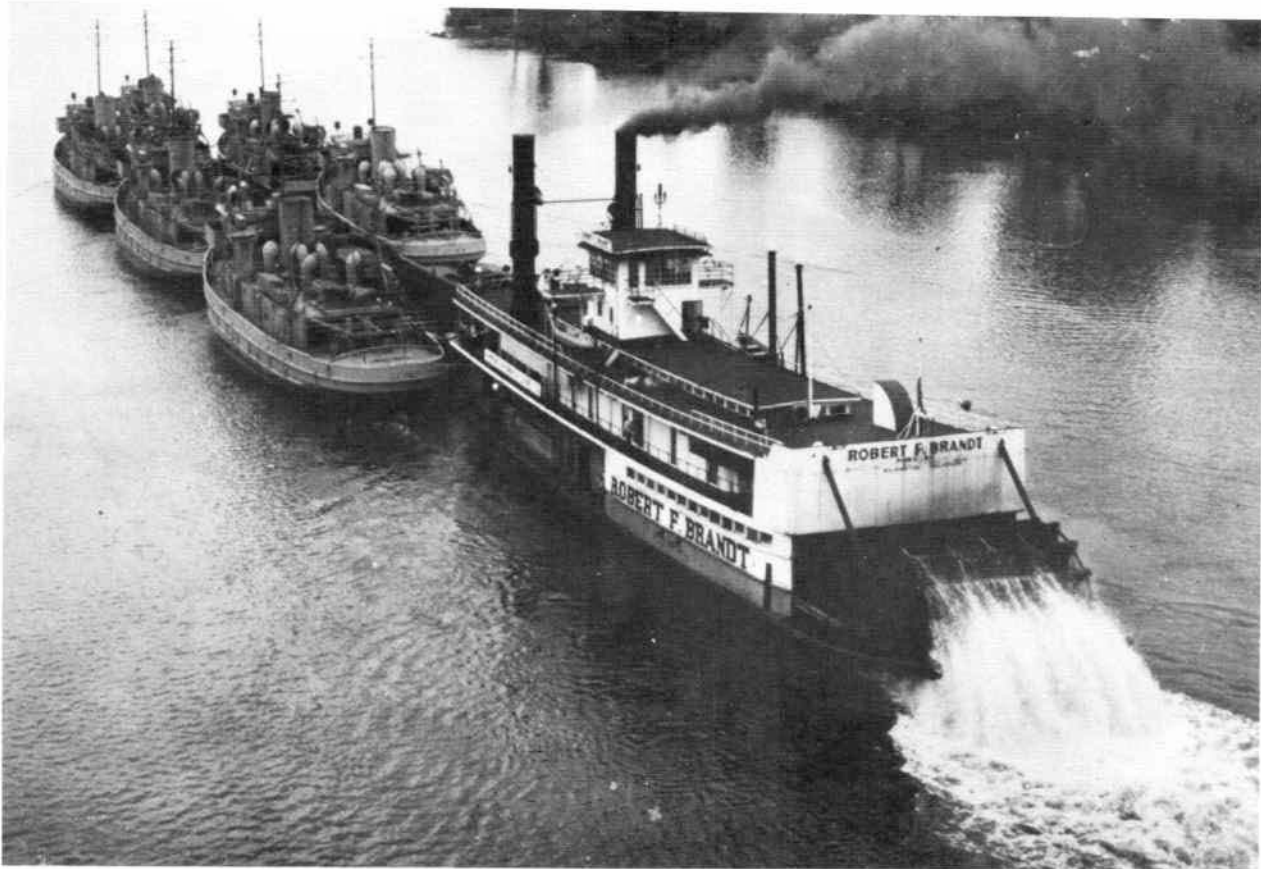
DICK LEMEN took this picture at Cincinnati in 1934. The Greene Line, in taking over the properties of the Louisville & Cincinnati Packet Co., had acquired this ancient-of-days wharfbow as part of the deal. They brightened it up with some paint and Jesse P. Hughes applied the new lettering GREENE LINE - FIFTY YEARS ON THE OHIO. It dated back to 1881 when built at the Mack Yard, Cincinnati, resting on two wooden pontoons, decked across, providing a floor space 300 x 60. In those early times it was spoken of as McCoy's or the New Orleans wharfbow, serving the likes of the U. P. SCHENCK, GUIDING STAR, THOMAS SHERLOCK, CHARLES MORGAN and others. When Commodore Laidley formed the Louisville & Cincinnati Packet Co. it became known as the Mail Line wharfbow and was Cincinnati headquarters for the CITY OF LOUISVILLE, CITY OF CINCINNATI and related flock. In 1912 two new pontoons were

built for it at Higginsport, O. but by the 1920s they were no match for heavy motorized trucks which had replaced the old-time drays, and the whole thing became limber as a wet rag. Its survival to Greene Line days was due to an elderly and autocratic watchman named Dutch Henry dating back to THOMAS SHERLOCK days who ruled that 300 by 60 floor with absolute authority and knew how to distribute the weight upon it so's it wouldn't sink. The entire roof was shingled--somebody recalled that 260,000 were used--but later on it had a much-patched tarpaper covering. Dutch Henry gathered up his cat and walked up the hill one night and didn't come back, so Capt. Chris got a new wharfbow built at Dravos in 1936. By the way, that's the TOM GREENE at the left, and the KIWANIS is loading at the upper door---her single stack is visible. The OUACHITA, extreme left, is at the Ohio River Transit Co. wharfbow.



**R**ALPH DUPAE is intrigued by the sign on the Ohio River Transit Co.'s wharfboat advertising a seven day cruise for \$21. The steamboat offering the rate is moored at the wharfboat, the OUACHITA, in the Cincinnati-Pittsburgh trade in 1934, the photo taken by Dick Lemen at Cincinnati. Capt. Fred Hornbrook had lost the SENATOR CORDILL early that spring by sinking, and, undaunted, went down into the Deep South and came back to the Ohio River with this boat with the unpronounceable name, said like WASH-i-ta. This \$21 included meals and berth, a come-down from the \$35 and \$40 which the GENERAL WOOD and BETSY ANN asked in the latter 1920s, but times were hard. Look sharp and you'll notice a heavy link chain stretched across the wharf paving leading to the head-log of the Greene Line wharfboat (shown in another picture

in this issue that Dick Lemen took the same day) and this chain led up the hill 400 or 500 feet to a ringbolt fastener. People who parked their cars on the wharf had to watch their speed while crossing that chain. A new ringbolt fastener was needed at the top of the hill and a University of Cincinnati engineering prof was called in to determine how big and heavy it should be made, and how deeply planted, to stand the strains demanded of it. His answer was sort of interesting. He calculated that if the wharfboat started away, as it might in an ice situation, the chain fastenings in the headlog would fail and the chain would be left there on the wharf, not having moved an iota, so therefor there was no reason to hitch it to anything. But they did.



**C**APT. CHARLES HENRY STONE sends the above, taken from the Silver Bridge, Point Pleasant, West Va., looking down the Ohio River on May 30, 1946. The ROBERT F. BRANDT, whose deck crew and firemen appear on the opposite page, was hitched in to six Army tugs enroute to New Orleans. The tugs had been built at the Marietta Manufacturing Co. at Point Pleasant for WW2 service but were

not completed in time (V-E Day came May 8, 1945) and the upshot was that all six were sold to the USSR, destination Russia. The BRANDT and tow measured 675 feet in length by 92 feet wide. Four barges, barely visible, were in the fleet. The Rees compound condensing engines, 18's, 32's- 8 ft. on the BRANDT came from the packet S. S. BROWN which also receives attention in this issue.

A few additional notes about the Broadway fountain in Madison, Ind. before getting off the subject:

In the March issue, page 15, is a photograph of three worthies posed in front of the pilothouse of the JOSEPH B. WILLIAMS, one of whom identified as Joseph J. Dunn, father of screen actress Irene Dunne. We now learn, thanks to Roy Emery, that Irene was a generous contributor to the rehabilitation of Madison's fountain. Madison's mayor, Dr. Warren E. Rucker, during his talk on the occasion of the rededication ceremonies said: "Irene Dunn gave a large contribution and a painting that brought over one thousand dollars at the fountain auction." Roy Emery then had this to add: "Did you know that Irene Dunne spent much of her youth in Madison? Recently Madison's mayor and some town officials were in California and she invited them to her home and spoke of her years here." Roy also sent to us a transcript of the ceremonies held September 28, 1886 on the occasion of the original dedication. Named as one of the dignitaries "is General W. McKee Dunn, a guest of A. C. Lanier."

As to the question of how the Broadway fountain was transported to Madison in the first place, Roy phoned Frances Eisan, wife of Dr. Leslie Eisan (retired history prof of Hanover College.) "She checked her files and located an old issue of the Odd Fellows magazine which relates that when the fountain was purchased it was on a railroad car in New York, and the purchase price included delivery to Madison. So judging from that, I guess it arrived by rail, and not by steamboat, what a shame!"

The Madison Lodge 72 (now Lodge 2), Order of Odd Fellows, paid \$1,240 for the cast iron fountain when they bought it in August 1884. The renovation at the time of the rededication on August 9, 1980 had cost about \$250,000 plus an additional \$15,000 for renovation of the esplanade.

The Padelford Packet Boat Co., Inc. of St. Paul, operating the sternwheelers JONATHAN PADELFORD and JOSIAH SNELLING, plus the mini cruise ship VIKING EXPLORER, are offering four daily narrated cruises through Labor Day from

their Harriet Island landing. Departures are scheduled at 10 a.m., noon, 2 p.m. and 4 p.m. On each Sunday at 1 p.m. a four-hour trip is made through the Ford Lock. There are dinner cruises Sundays and Tuesdays at 7:30, and on Fridays and Saturdays at 6:30. Prime rib is featured save on Fridays, when the menu is chicken-rib combo. Or you can take your lady-love on a moonlight dance cruise, leaving at 9 p.m. Fridays and Saturdays, moon or no moon.

The VIKING EXPLORER is something else. She is 112 feet long, has 24 staterooms, and accepts 34 overnight passengers. You can go from St. Paul to Dubuque on her, five nights, with stops at Stillwater, Lake City, Red Wing, La Crosse and Prairie du Chien. Also she makes three-night rounds to Lake City, Stillwater and Minneapolis. What you'd better do is get a special VIKING EXPLORER brochure. Write to Padelford Packet Co., Inc., Harriet Island, St. Paul, Minn. 55107, and tell them we sent you. It's fantastic. You can even go to New Orleans on her. Or to Miami. No kidding.





ONE OF the main contributing reasons why steam sternwheel towboats disappeared from the rivers is obvious in this picture, taken in 1941, of the non-licensed deckhands, firemen and cookhouse crew needed to operate the 1,100 hp. towboat ROBERT F. BRANDT of the American Barge Line. The picture comes to us from Vernon Rizer, Box 147, Hartford, West Va. 25247, seated, second from the left, who was one of the deck crew at the time. Vernon says "this is part of the crew (captain, pilots and engineers not present) and I'd like to see it published in the S&D REFLECTOR if at all possible." Appearing in the scene, from the left, standing: Omar Harding, Fredericksburg,

Ind., deck; Judge Stewart, Caseyville, Ky., fireman; Dorey Wolf, Letart, O., deck; Mr. Williams, Jeffersonville, Ind., fireman; Slim Kennedy, Vanceburg, Ky., deck; Soda Grounds, Caseyville, Ky., fireman; Shorty Weber, Madison, Ind., fireman; Percy Shrewsbury, Cloverport, Ky., engineerroom. Front row, from the left: Slim Kirk, Portsmouth, O., deck; Vernon Rizer, Minersville, O., deck; Bill (Shorty) Ours, Letart, O., deck; Satchel, Huntington, W. Va., deck; Mr. and Mrs. Stagg, Vanceburg, Ky., cooks; Jim Stewart, Caseyville, Ky., deck; Dewey Ray, Louisville, Ky., deck; J. Dub, Caseyville, Ky., deck. Picture is dated October 1941.

The towboat GEORGE M. VERITY, beached at Keokuk, Iowa, and available to the public for inspection, in the 1982 season had visitors from 49 states and 19 foreign countries, says Robert L. Miller. Bob also says that during last season the cabin and texas interiors were repainted. This spring the boat is getting an exterior repainting, and all buckets on the paddlewheel have been replaced. "We would like all S&D members to identify themselves

when visiting the VERITY, and would like to see or hear from all former crew members of this great boat," he adds.

Inasmuch as about \$3,500 was realized through the efforts of John Briley and thanks to the generosity of the Delta Queen Steamboat Company for much needed reno-

vation of the W. P. SNYDER JR., decision has been made by S&D to match the \$3,500, making available double that amount for the work at hand, \$7,000. The National Trust for Historic Preservation, which on two prior occasions has matched donations for the SNYDER, is feeling the recession pinch and was not in a position to assist. The trustees of the J. Mack Gamble Fund agrees to releasing the donation from money earned as interest on the principal of the Fund.

Sirs: My great-great grandfather Joseph Lodwick was a steamboat captain and so were his nine brothers. My great-grandfather Joseph D. Lodwick was a steamboat captain. My grandfather Warren Joseph Lodwick was a flat-iron worker and built improvements on the New Orleans riverfront (i.e., he designed and erected the first banana conveyors for unloading bananas from the holds of ships.) Incidentally his sister Belle Lodwick was born aboard the packet WARREN BELLE while under way.

My father Frank T. Lodwick, Sr. worked with his father and later as a shipfitter at Todd-Johnson Shipyards, Algiers. During WW I he and his brother William Lodwick volunteered into the U.S. Navy. In WW2 both again volunteered in the U.S. Coast Guard Auxiliary and were assigned to the Mosquito Fleet patrolling the lower Miss and the Gulf.

I volunteered into the U.S. Navy (Fleet), revolved into the U.S. Navy Seabees--four years in the Pacific with the Seabees (13 ships) and U.S. Marines (detached duty).

Jack A. Massey of Cincinnati says I'm qualified to join S&D, and enclosed please find check.

Frank T. Lodwick, Jr.,  
2240 Iowa Ave.,  
Kenner, La. 70062

=Frank, formerly president of the Kenner Printing Company, Inc. is now retired. But how did he get to know Jack Massey, we wonder? -Ed.

The American Marine Museum Foundation, through Frank O. Braynard, secretary, has announced the 1983 selections for their National Maritime Hall of Fame.

#### Ships:

CHRISTOPHER COLUMBUS  
Great Lakes  
YALE  
Coastal  
NEW ORLEANS  
Inland Waterways  
LEVIATHAN  
Deep Sea

#### People:

Frank Kirby  
Great Lakes  
Charles Morgan

Coastal  
Capt. Nettie Johnson  
Inland Waterways  
Andrew Foruseth  
Deep Sea

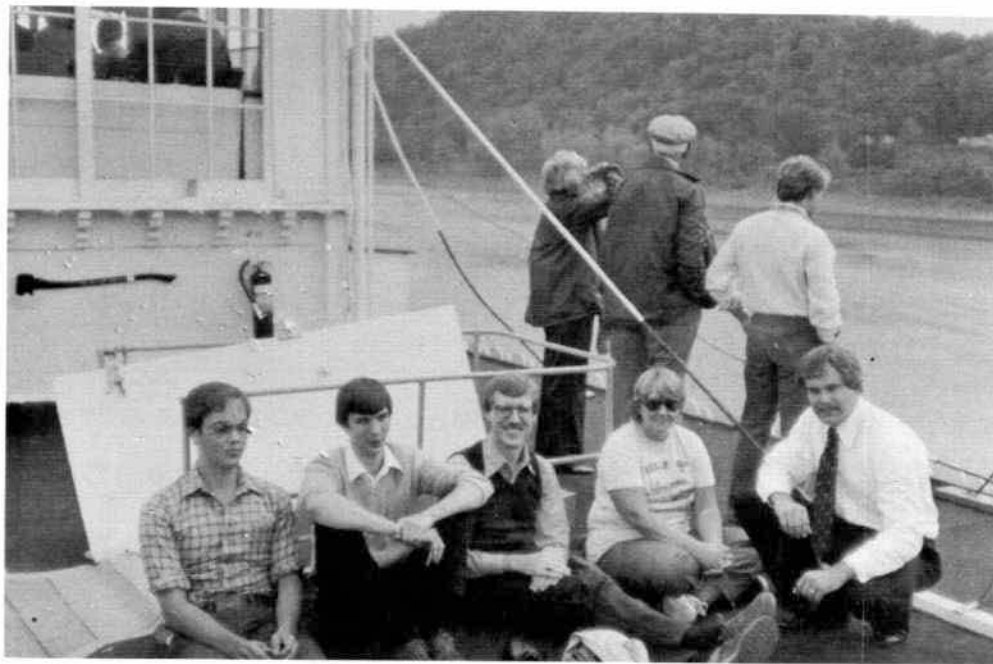
Capt. Nettie Johnson clearly was the predominant choice at the Selection Committee, picked as the winner from nominations including Capt. T. P. Leathers, Capt. Joseph LaBarge, Henry Shreve, Capt. Callie French, Capt. Mary Becker Greene, Nicholas Roosevelt and Capt. Blanche Leathers.

Paul Harvey, whose "The Rest of the Story" is programmed on ABC radio, did a story on Capt. Nettie Johnson, aired last March 23rd. Ceremonies were held at the American Merchant Marine Museum on May 21st last.

Capt. Nettie Johnson, born and raised in Memphis, operated packets from that port to points on the White and St. Francis rivers. One of these was named NETTIE JOHNSON, and another was the GRAND which had come from Grand Rapids, Mich. Shortly prior to her death on December 30, 1921, she was engaged in rebuilding the burned JOHN L. LOWRY. A sketch of her career and a picture of the NETTIE JOHNSON appears in the June '77 issue. Captain Nettie was the grandmother of Capt. Fountain M. Johnson who retired April a year ago and now lives at Route 2, Box 714, Greenville, Miss. 38701.

Big, gentle Flossie, the dog of Rock Hill, Louisville, was relieved of infirmities of old age by death this past Easter week and she will be missed by all who have stepped on, or over, this shaggy island for 10 these many years. Her Hereafter, let us pray, will be a special section of dog heaven protected from thunder and lightning storms. Flossie never did a purposely mean thing in all her lifetime, and deserves the best.

The steam, sternwheel snagboat W. T. PRESTON, retired from service on Puget Sound and estuaries in 1981, has found a permanent home. She's to be pulled out on shore at Anacortes, Wash. to become a tourist attraction. This bulletin comes to us from Ralph Hitchcock who notes: "She will be located just a few nautical miles from our present home at Revelation Point, Lopez, Wash., where he can visit her often as we go to the mainland on various errands." Ralph will be remembered for the superb model of the J. M. WHITE which he and Jack Leslie exhibited and demonstrated at S&D's 1972 annual meeting. Anacortes already has a privately owned and operated narrow gauge railroad, the steam, coal-fired engine crafted by a local steam buff, "Tommy" Thompson. Thousands of visitors are handled each year in beautifully hand-crafted railroad cars of cherry-wood, brass and velvet.



**S**NAPPED aboard the BELLE OF LOUISVILLE during her Madison-Kentucky River week-end, Sept. 25-26, 1982. Seated aft of the pilothouse are, from the left, Bill Dorsey and Jeff Spear of Marietta, O.; Keith Norrington, New Albany, Ind.; Judy Patsch, Rock Island, Ill., and Capt. Mike Fitzgerald. Elsewhere in this issue is announcement of the appointment of Capt. Mike as the BELLE's master. We also are pleased to announce the appointment this spring of Capt. James R. Blum, St. Louis, as the BELLE's alternate master. Jim Blum gained the national spotlight this spring when his portrait, in color, was included in a new volume issued by the National Geographic Society entitled "Preserving America's Past," the picture taken while he was master of the DELTA QUEEN. Judy Patsch has our thanks for the above scene. She recalls to us that she harbors special affinity for the BELLE, the first steamboat she rode, back in the 1950s, then the AVALON. "Each of the three nights the AVALON was at Rock Island my whole family, including my 90-plus great-grandmother, sat on camp stools at the levee and listened to a half-hour calliope concert before departure," says Judy. Not until 22 years later, at the S&D's 1979 meeting, did Judy meet that calliapist, Capt. Doc Hawley.



**L**LOYD OSTENDORF loaned an original stereoscopic slide of this scene to Ralph DuPae, who promptly phoned us to say "Maybe we have a new one of the ALICE BROWN--she's laying under a bridge at Cincinnati." So here's what it turns out to be. She's moored head upstream above the Southern Railroad bridge. No doubt about this being an old, old view. The name ALICE BROWN is painted on her engineroom bulkhead in small letters, and on the stern splashboard, smaller still. Looks like the Brown's Line used dark paint (probably brown) all along

the lower half of the main deck bulk-heading, and we fail to detect the large anchor emblem between her stacks. The Southern bridge was completed in 1877 and the stonework on the pier looks fairly new. The ALICE BROWN was built in 1871, so she had a few years on her even at the earliest date this picture could have been taken. When we first looked at the view, the workman at lower left was carrying that board up the hill. He may be leaning on it by the time our readers see him.

The Missouri Historical Society recently announced the temporary closing of the River Room at the Jefferson Memorial, Forest Park, St. Louis. The interruption, to require six months, is due to structural work in progress.

We learn from Keith Norrington that an elevator is being installed which, for considered reasons, must occupy the center area of the River Room. This means that the GOLDEN EAGLE pilothouse will be shifted, and the exhibits which have occupied the center area will be removed.

Ruth Ferris, naturally, is not taking this announcement lightly. She was one of the kingpins who put the show together, with the opening in May 1962. She and others, including Charles Van Ravensway, W. A. Suedmeyer and Donald T. Wright planned and directed the comprehensive chronological river story from dugout to steel barge, the heritage of St. Louis.

Ruth has been hospitalized and the cause of great concern to her many friends. She is now home at 9381 Parkside Drive, Brentwood, Mo. 63144 completely recovered of her speech and her right hand has shown marked improvement. "I wish all those who know the beauty of the River Room will make themselves known either to the museum director or to the St. Louis papers, and express themselves," she writes. "Tearing up the River Room should not go unnoticed and someone should stand guard and see that it is replaced. Of course it will never be done as it was."

The museum director she refers to is Raymond F. Pisney, Jefferson Memorial Building, Forest Park, St. Louis, Mo. 63112.

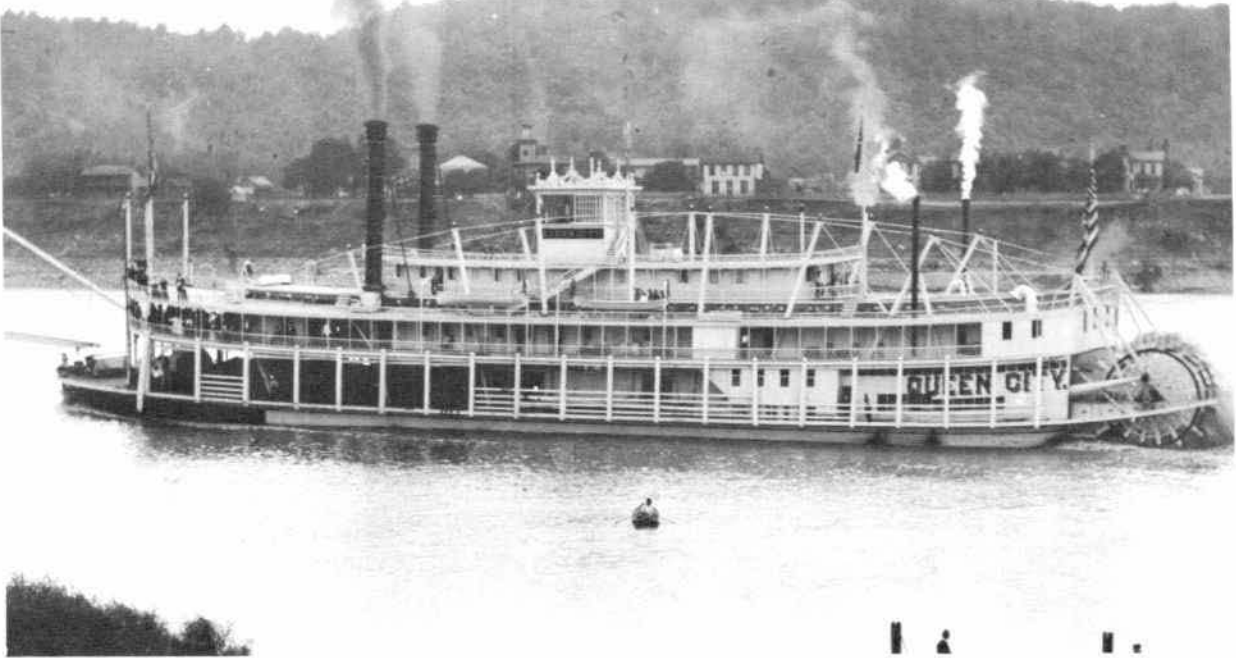
Sirs: The articles in the March issue, "Capt. John Tobin's Papers" and "Early Attempts at Prop Rowing" are particularly good reference material, for which I want to thank you.

Herman Radloff,  
3828 Courtois St.,  
St. Louis, Mo. 63123

Early indications are that the DELTA QUEEN may be making a Cincinnati-Sewickley round trip with arrival in Sewickley on Wednesday, August 3rd. Extensive repairs are slated for the big lock at the Emsworth Locks and Dam, located on the Ohio River about midway between Sewickley and Pittsburgh. The DQ cannot use the small lock which is 56 feet wide and she is 58. This means that the cruise, advertised Aug. 3rd at Pittsburgh, may have its turn-around 12 miles below there. Sewickley has been chosen because of its proximity to the Greater Pittsburgh International Airport (14 minutes driving time) and its suitable landing facilities.



OH, SURE, SURE. We started 'em in young even in those good ol' steamboat days. This well-outfitted youngster, aged 12½, was persuaded to stand for this portrait in 1916 in front of the pilothouse on the towboat JAMES MOREN at Pittsburgh and he was there on his own momentum simply because there was no other place he'd rather be at the moment. His parents were 28 miles away in Beaver, Pa. probably wondering whether they had made the right decision in letting their one and only hopeful try his fledgling wings so far removed from parental supervision. William Sanford Pollock was born in Beaver, Pa. on Friday, August 14, 1903, son of William Patterson Pollock of Waynesburg, Pa. and Maude Louise (Sanford) Pollock of Boston, Mass. Twelve years after this picture was taken Bill Pollock was a full-fledged partner in the Pittsburgh & Cincinnati Packet Line, operating the GENERAL WOOD and BETSY ANN. A couple of years later he was piloting the QUEEN CITY (no less!) between Cincinnati and Pittsburgh, and if Capt. Anthony Meldahl was the first pilot to ring a bell on that fabled steamboat (true) it was Bill Pollock in September 1933 who rang the last one. Then he joined forces with Capt. D. W. Wisherd and Charles T. Campbell and alternated in piloting the WASHINGTON and SAINT PAUL, and piloting on towboats. Later, and until retirement, he was with the Valley Line. He and his wife Betty reside in Beaver, Pa. at 140 Dravo Avenue.



**Q**UEEN CITY photographed at Ironton, O. upbound from Cincinnati to Pittsburgh on her maiden trip, Sunday, June 20, 1897, by Thornton Barrette. Of all of the pictures Barrette took, this one is unique in respect to its historical significance. Other pictures may have been taken during the initial voyage of this much-watched-for and highly publicized steamboat, but this one seems to be the only authenticated shot. Five sections of bull rails have been lifted to do business at the Ironton wharfboat, and please to notice that her paddlewheel is painted white, and the circles were green. Crew on this first trip: Capt. Robert R. Agnew, master; James S. Gardner, purser; Will Chapamn, 2nd clerk; Tony Meldahl and Phil Anshutz, pilots; John Leonard, mate; J. Williard Alexander, chief engineer; Marsh Ellis, 2nd engineer; Charles J. Hall, steward, and Henry Grear, carpenter. The summer of 1897 was a dry one and after two Pittsburgh trips (had to turn back from Wheeling on the second one)

she laid up at Cincinnati. A rise came in August and she started for Pittsburgh but had to turn back from East Liverpool. The fall rise was late, and not until Nov. 20 did she leave Cincinnati in regular service. Incidentally, steward Billy Sampson, who was in charge of the culinary department on the QC on many Mardi Gras trips and others, and who thought the world and all of the QC, always baked a birthday cake in memory of this boat on June 20th. While he was steward of the GORDON C. GREENE in later years he produced this cake with ceremony and placed it before Capt. Mary B. Greene inasmuch as June 20th also was her birthday. Actually the QC had carried one passenger trip before starting to Pittsburgh; on June 10, 1897 Capt. J. Frank Ellison, who superintended the boat's construction, invited the Cincinnati Chamber of Commerce out for an excursion. A photograph of the QC on this occasion was taken in the Cincinnati harbor, but for the life of us we've never located a print of it.

Thanks to Ben Klein of the lithography firm, Young & Klein, Inc., Cincinnati, we have been enjoying a recently released book of theirs titled "Cincinnati, the Queen City," a reprint of the original and rather ambitious work published in 1901. Reproducing the book is a triumph in modern lithography inasmuch as it contains some 1,000 photographs. For instance, on page 21 in this June issue of the REFLECTOR, we go on about a lumber barge, and now we discover in this 1901 reprint a great deal about the lumber industry at Cincinnati. One of the photographs shows an enormous model barge moored at the foot of Race Street loaded flat

with 1,500,000 feet of cottonwood lumber, property of Nicola Bros. Co. whose main office was in Pittsburgh. Just above it, on the same page (page 107) are pictures of the C. Crane Lumber Co. works at 1739 Eastern Avenue, and very fine portraits of J. O. Cole, the firm's president, and of C. Crane, treasurer and general manager. Then on page 108 is a picture of the M. B. Farrin Lumber Yard (popular and hardwoods) at Winton Place and a portrait of Mr. Farrin. "Mame" Farrin and my mother were classmates at Miami University, Oxford, O. On page 111 is a picture of the six-story Cincinnati

Cigar Box Lumber Co. over in Kentucky at the mouth of the Licking, turning out spanish cedar, veneered cedar and imitation cigar box lumber, with 100 employees. Many boys of my generation prized these crafted cigar boxes, and my Dad saved them like some people save National Geographic Magazines. Ben Klein did not mention the price of this book, but does say that only 500 were printed. Space does not allow us to get started on the river and railroad sections featuring a fine view of the side-wheel CITY OF PITTSBURG and or her skipper Capt. John M. Phillips.



"With General Miles June 30, 1899 on Str. SAM BROWN, Homestead to Pgh."  
See next page, column one.

## PICTURE ON THE OPPOSITE PAGE

WE'VE had some curious photographs cross our desk and this one falls in that category. The original from which this is made measures 6 x 8" secured on a 12 x 14" cardboard mount. Penned on the mat is this caption: "With General Miles June 30, 1899 on Str. SAM BROWN, Homestead to Pgh." The handwriting is that of Capt. W. Harry Brown who is seated second on the left, the picture having been preserved in his personal collection and made available to us by his granddaughter.

Actual photographs of the cabins of major Ohio-Mississippi towboats are scarce articles, and this is the only one we've ever seen of any of the Brown's Line fleet. It is taken from the forward end of the officer's cabin looking aft, flag bedecked for the occasion, with a bouquet of syringa or mock orange in the center foreground.

Peering over the bouquet is the object of all of this considerable attention, General Nelson Appleton Miles, in his 60th year, commanding general of the U.S. This Massachusetts native was clerk in a Boston store at the outbreak of the Civil War, organized a company of volunteers, and so distinguished himself that at the war's conclusion for a time he was custodian of Jefferson Davis. He then served until 1891 in fighting the Sioux and Apaches and after that, in Chicago, he commanded the troops called out to keep order in the Pullman strike. During the Spanish-American fray, and although he did not command the expedition against Santiago de Cuba, he brought reinforcements and received the surrender. This happened one year before this picture was taken.

What we do not know at the present writing is the persuasion which induced General Miles to ride the towboat SAM BROWN from Homestead to Pittsburgh on June 30, 1899, nor do we have any clue as to the identities of the well-polished gentlemen seated at the dinner tables, other than W. Harry Brown, who participated in this undoubtedly momentous occasion. It is not beyond belief that these waiters grouped in the background were conscripted from Pittsburgh's Duquesne Club.

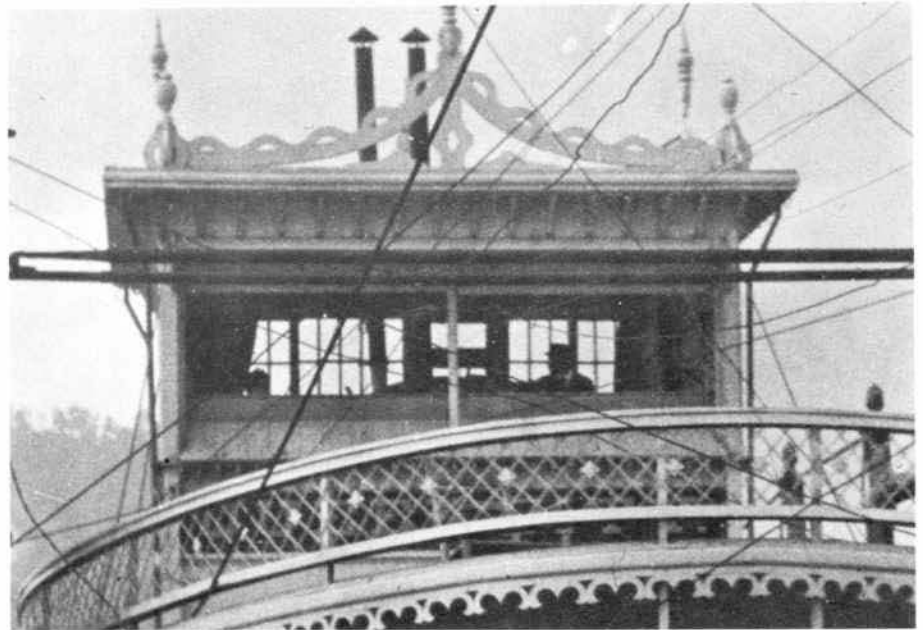
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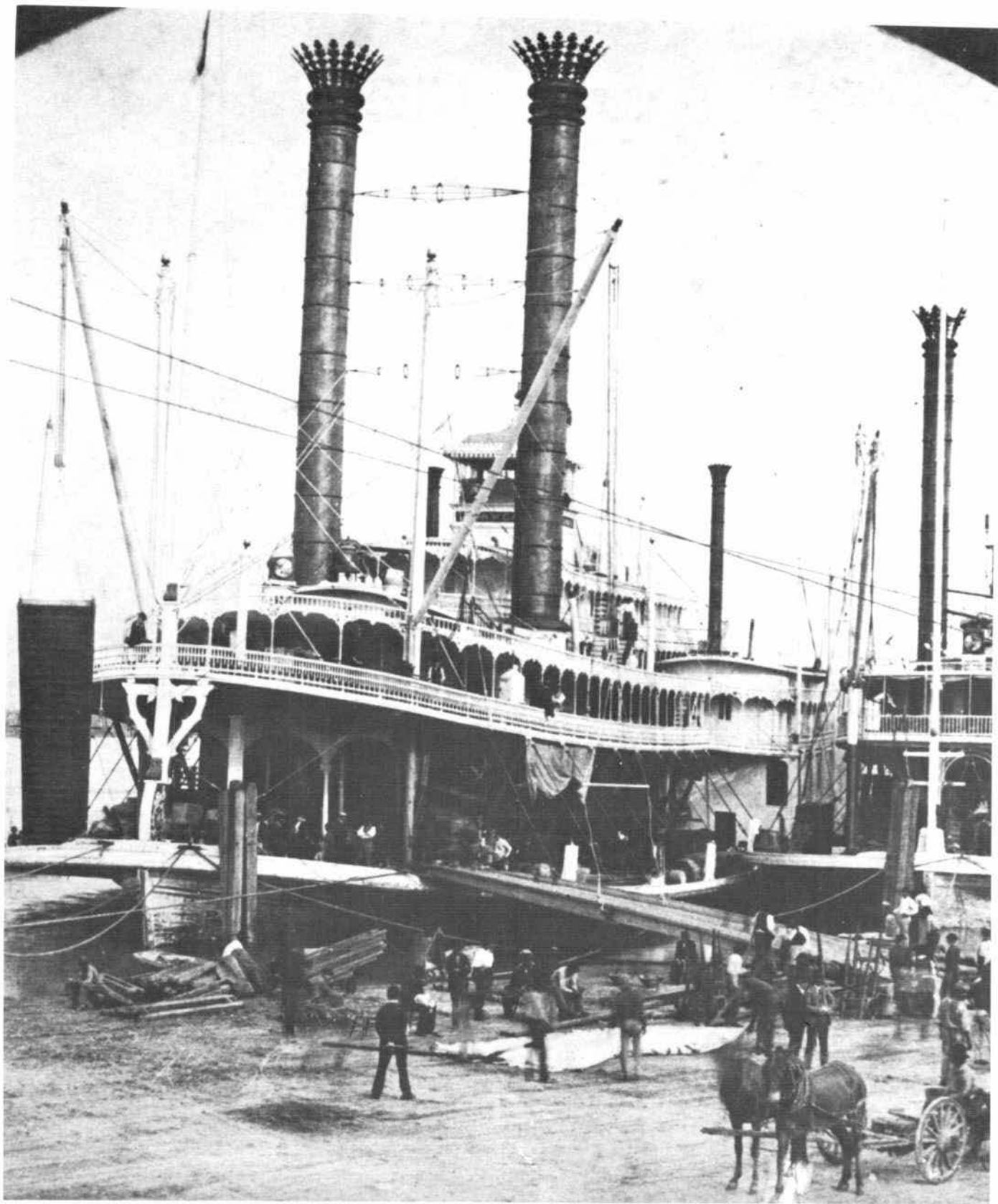
Any or all of these will be carefully wrapped and mailed to you at the going price, \$3 per copy. Address Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.



ONE SWEET DAY some years ago Andy Anderson of the Cincinnati Public Library and I were wandering along Eighth Street in that city. We stopped in a second-hand book store and while Andy was talking with the proprietor I noticed on a table an old dinner plate heaped with film negatives. Hey! steamboat stuff! Among the chaff were negs taken on board the QUEEN CITY by a passenger maybe about 1900. I gathered up eight or ten, all I could find, and paid a quarter for them. Woody Rutter was looking at them about a month ago, and borrowed them to make some rprints. Two of them are shown here. The bookstore man had no idea where they had come from, somebody's old junk.

Jerry Devol sends us a tear page from the Marietta Times dated Nov. 20, 1939. The first meeting of the Sons and Daughters of Pioneer Rivermen had been held in Marietta on the previous Saturday. A permanent River Museum was being considered by the group. Before the close of the evening program a telegram was received from Capt. Tom Greene and Andrew J. Lodder, urging that the location of the

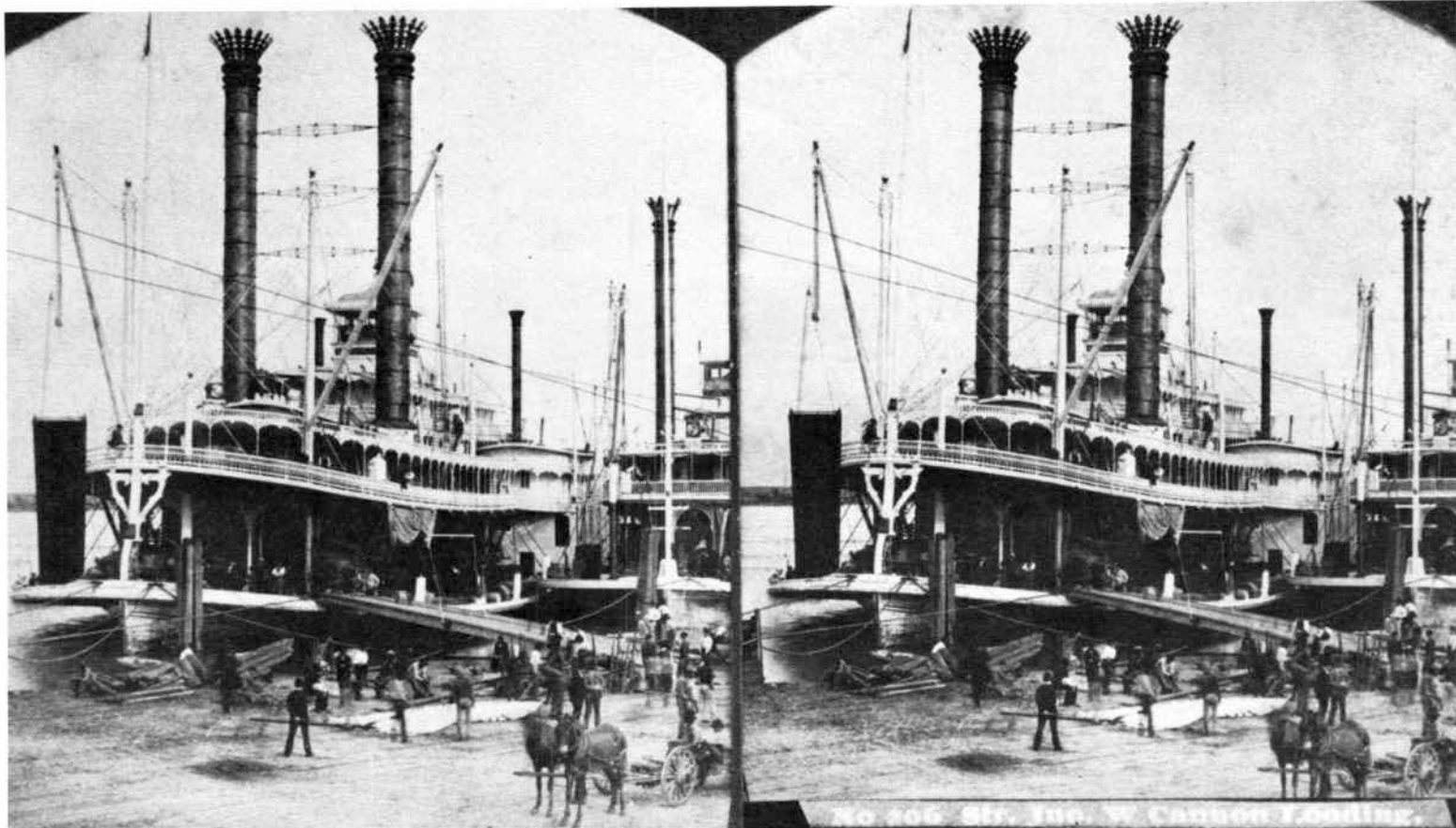
museum properly would be in Cincinnati. Musical feature of the evening was the singing of appropriate numbers by Attorney W. C. Dugan, mayor of Vanceburg, Ky., baritone. Among those who gave short talks were Col. Harry D. Knox, Judge J. G. Devol of Monroe County, O., Mr. and Mrs. B. D. Richardson, Charles W. Stoll of Louisville, Ky. and Miss Elizabeth Litton of Clarington, O.



**M**ADE from a stereoscopic slide (see next page) in the collection of Ray Samuel, New Orleans, the JOHN W. CANNON is nosed in alongside the sternwheeler JOHN H. HANNA. Actually the CANNON's hull wasn't much longer than that of the DELTA QUEEN (252.5 vs. 250) but she looks gigantic with something like 22 ft. height from the

main to the boiler deck, and with those stacks reaching for the high heavens. She ran New Orleans-Bayou Sara (St. Francisville) twice weekly catering to the plush Upper Coast planters and families, and advertised rapid rail connections with Clinton in East Feliciana Parish, and with Woodville in Wilkinson County, Miss.





**T**HE TYPED title below the picture at the right reads: No. 206 Str. Jno. W. Cannon Loading. No other information appears on the original card. The CANNON was built at the Howard Yard, Jeffersonville, Ind. in 1878 and was one of the very few river packets to have her boiler deck extended forward over the forecastle, providing an open portico with chairs and tables for tourists. A sternwheel packet named FANNIE FEARN was built by Capt. Sam

Fearn at the Howard Yard in 1886 to replace the MAGGIE HARPER in the Louisville-Madison-Carrollton trade with this same boiler deck feature, but was soon sold to the Chattahoochee River. The Louisville excursion side-wheelers COLUMBIA, CORONA and PILGRIM carried the plan a step further, their boiler decks roofed clear forward, out over the forecastle.

The PILGRIM was built at the Howard Yard with a steel hull 202 x 36.4 x 6.1 in 1916, the cabin structure carried forward over the forecastle (see discussion of this feature in the caption above). This picture of PILGRIM was taken July 20, 1919 while she was operating between Louisville and Fern Grove. Later on she was sold to St. Louis, renamed HARRY G. DREES, and the forward extension was removed to accommodate a single swinging stage.

While on the subject of forward boiler deck extensions (and I do not recall that this story has been recorded in print) Capt. Tom R. Greene became entranced with the plan and asked that a serious study be made for adding such an extension, similar to that of the PILGRIM, to the DELTA QUEEN while she was being renovated at the Dravo Marine Ways after her arrival from California. Tom's interest in the idea was to add two decks of observation space for tourists. The Dravo architects found no structural problems in adding such a lake-styled front to the DQ and agreed that such an alteration would make of her a more



streamlined tourist vessel. The rub came when we started talking about a swinging stage, without which she would be critically handicapped. The PILGRIM, CORONA, and others carried no stages. Tom said that if a couple of farmers thought up the idea of a swinging stage in the first place, it would seem to him that the talents of Dravo could figure a way of plac-

ing a stage thwartship in the forecastle area and by some mechanical means launch it ashore on either side. A great deal of thought went into this matter, and no solutions came out. The upshot is the DQ as you see her today, the forward extended decks allowing just enough forward space for the apparatus of a single swinging stage.

Jack R. Simpson is, and for some while has been, the editor of the Waterways Journal. Every editor the paper's ever had has been different and this goes clear back to Bill Arste. Bill was a free-swingin', booze drinkin' hail fellow well met. And then came Donald T. Wright (the T. for tetotaler) who adopted the slogan "Help Us Grow" and rode a bicycle all over the U.S. There were others, each unique in his own right, and at present we have a versifier.

Jack Simpson has published a book of verse, now quoting James V. Swift, who wrote the jacket blurb, titled "If Ships Could Talk" available at \$10.95 postpaid by addressing him at P.O. Box 2163, Florissant, Missouri 63032.

She's the emerald of the rivers,  
The apple of my eye.

She conjures up sweet dreams  
in smoke  
Across the summer sky.

Jack is taking his first ride on  
Her Ladyship, St. Louis to New Orleans.

The richness of mahogany,  
The burnished rails of brass,  
European upholstery,  
The windows of stained glass--

These made the Queen a grand  
affair,  
A pleasure to behold,  
A sumptuous river palace  
To please both young and old.

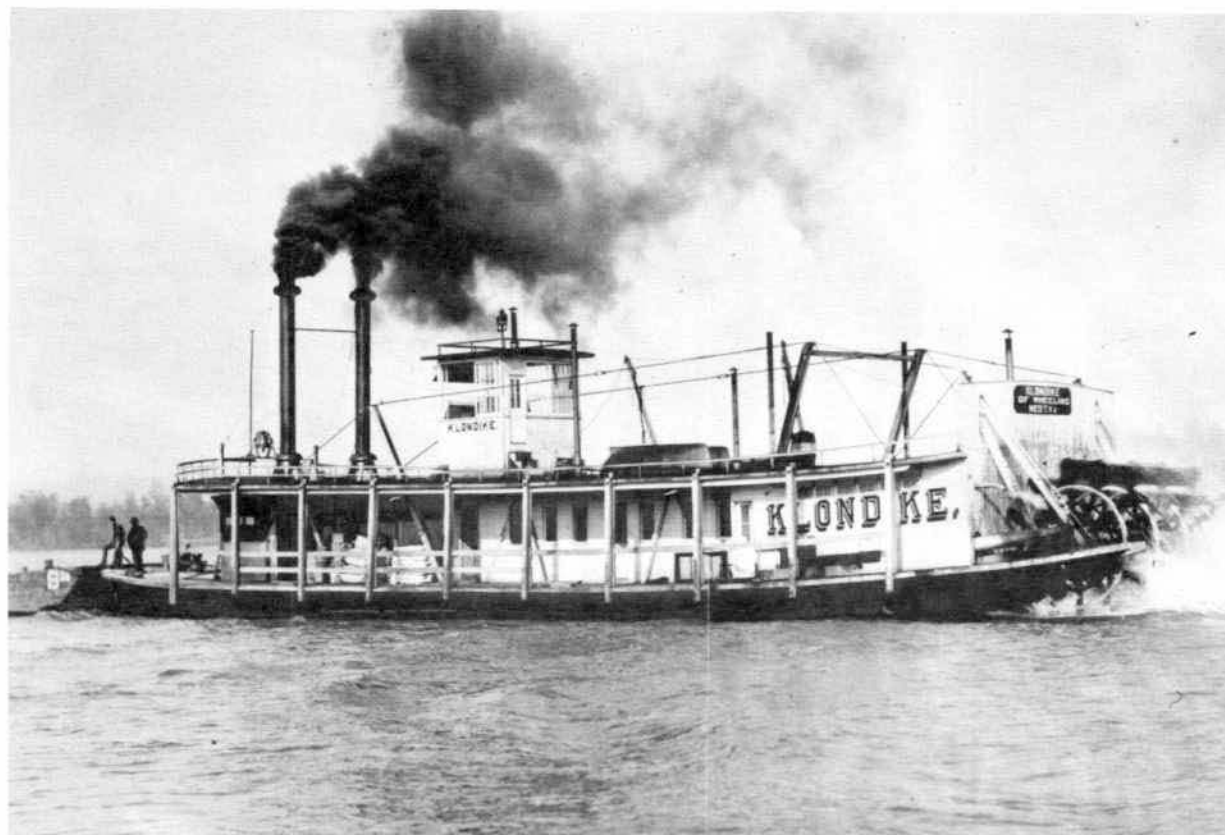
Jack's cabinmate turned out to  
be a chemistry teacher, who, luckily  
for Jack, wanted to avoid shop  
talk.

"With few exceptions, we managed  
to maintain almost total separation.  
He carried nothing aboard  
to remind him of his work. My

constant companion was a copy of  
Benet's John Brown's Body. It was  
required reading in my Types of  
Literature class."

(Someday we must brag to Jack  
that it was Stephen Vincent Benet  
who put the bee on Farrar & Rinehart  
to publish "Pilotin' Comes  
Natural").

Nothing perhaps is so boring as  
trying to evaluate verse. Jack's  
book is well worth the \$10.95, and  
should you be allergic to poetry  
there are frequent and apropos  
pen sketches by the river's one  
and only Lexie Palmore. Then,  
too, tacked at the caboose end are  
"Guest Poems," one of them being  
"Steamboat in a Cornfield" by you  
know who, all 45 (quick count)  
verses. The only thing better is  
to hear John sing it.



**T**HIS LOW WATER short trade packet was built at Marietta, O. in 1891, the picture taken by Thornton Barrette about 1898. The wood hull was 110.5 x 28 x 4. She had vest pocket size engines, 9½" - 3 ft. stroke, and one boiler 43" by 20 ft. Originally named VESPER we have seen an account where Capts. Fred Dippold and Peter Boli got aboard at Gallipolis on June 20, 1895 and went to Huntington on the VESPER, with zero on the Gallipolis marks. They were towboat pilots making a low water channel inspection trip. By 1898, the likely date of this photograph, she was in the daily Gallipolis-Syracuse trade owned jointly by her skipper, Capt. M. M. Brown, and her clerk, N. Stone. When first we saw

the KLONDIKE (in June 1915) she was owned by Capts. Fred Hornbrook and Harry Donnally and was running Portsmouth-Rome. Captain Hornbrook told me later that she never made him a dime, but inasmuch as Harry Donnally was running the Portsmouth wharfboat, she brought in revenue for him. Capt. Elmer Varian of Point Pleasant, W. Va. bought her in April 1916 and had her to Pittsburgh to pick up some empty barges in June 1917 and there was a report out that she had been sold to Capt. W. L. Berry, Paducah, that September. Capt. Jesse P. Hughes recalled she sank in the head of Pogue Shoals at Ashland, Ky. soon thereafter and was a total loss.



**T**HANKS to Thornton Barrette we have this portrait of the towboat MARINER. She is upbound with empties at Ironton, O. in the period while she was owned and operated by Brown's Line, about 1898. At that time there were but two steel hull towboats in the Pittsburgh area, this one and the CRUISER, both run by the Browns. The MARINER was the older, built in 1873 as the ALEX SWIFT by the Swift Iron Works, Newport, Ky. for Capt. George Vandergrift and others. The SWIFT had a metal hull 151.3 x 28.2 x 5.7 and ran under that name until she took a nose dive near the Glenwood bridge on the Monongahela River, Oct. 28, 1890. Brown's Line raised her--she was sunk within four feet of the hurricane roof--and hauled her on the ways, and added about 25 feet to her length. She was returned to service renamed MARINER, the hull now 178 feet long. Barely a year later she sank in the Louisville Canal having knocked a hole in her hull no bigger than a man's hand. The CHARLIE CLARKE towed her to Madison for repairs. It is said she was the first towboat through the Monon locks when they were freed from

tolls in 1897. Brown's Line became part and parcel of the vast "Combine" at the turn of the century, but for some reason the new concern took rather a dim view of the MARINER and laid her up at Elizabeth, Pa. where she lay idle a good many years. Her inspection certificate was allowed to expire in March 1906 due to bad boilers, and in the fall of 1910 no work had been done on her. Next we know, she burned at Cairo, Ill. at 3:15 a.m. on April 7, 1912, laid up at the time. The steel hull was returned to Pittsburgh where it was sold to Capt. William McNally who used it as a wharfboat for his excursion steamer SUNSHINE, this in 1916. In 1920 it was loaded with new White auto trucks and towed to St. Louis by the packet JOHN L. LOWRY. Federal Barge used it as a shop at Cairo for several years, and then to Mobile for similar use, finally selling it at auction to the Baker Towboat Co. on Tombigbee River. They sold it to Bisso in New Orleans and last news we had of it was when the MAMIE COYLE, a tug, hitched into it for delivery at Mobile, bought there by Capt. Joseph Pose, this on April 15, 1928.

#### TERRIFIC EXPLOSION

-From "The News That Was," a column conducted by Joe Hoffman of the Wheeling News-Register staff.

The steamer COURIER arrived from Parkersburg about 9½ o'clock last night (July 9, 1877), bringing details of one of the most disastrous explosions that has occurred on the waters of the Upper Ohio for many years past. About 3 o'clock yesterday afternoon the towboat J. N. CAMDEN exploded both her boilers and sank in the head of Fish Creek Ripple, some thirty miles below this city, killing Wm. Barnard, the pilot, and three col-

ored men named Charles Mitchell, Reeder Adams and James Dorsey, and injuring T. H. Wiley, the clerk, and Samuel Rodgers, James Conleton and Thomas Jennings.

The CAMDEN was en route from Parkersburg to Pittsburgh with a tow of five empty oil barges. But a few moments before the explosion the steamer SCIENCE, en route from Wheeling to Parkersburg, passed her, and the crew observed nothing out of the way. Several miles below the scene of the explosion the crew of the COURIER noticed parts of the wreck floating in the water and, not having heard of the disaster, took it for driftwood and

concluded the river was rising. Upon arriving at Fish Creek, however, the wreck of the CAMDEN lay before them, and the horrifying details were soon made known by the crowd that had been attracted along the bank of the river.

The wreck lay straight up and down the river. There was not a piece of the boat or of the cabin, from the bow to within twenty feet of the stern. The guards, cabin, etc. were all gone, and the hull was so badly shattered it seemed to lay on the water in pieces.

Both boilers exploded and were thrown out on the river bank, a distance of several hundred yards.





**F**AMILY PHOTOGRAPHS in the collection of the late Capt. and Mrs. W. Harry Brown have brought to light this view of the original Brown mansion, built in 1868, facing the Monongahela River at Brown's Station above Nine Mile Run. The Baltimore & Ohio Railroad needed the location in 1902 and Capt. Samuel S. Brown, Harry's brother, who then occupied the 24-room home, was faced with the choice of demol-

ishing the place or moving it. He called in the Pittsburgh firm, John Eichleay Jr. Co., who noisted the three-story brick 160 feet up the hill at the rear, and set it back 600 feet. The companion picture on the next page shows the hair-raising performance in progress, the massive structure held aloft on wood cribbing. The task was brought to a successful completion, without so much as a cracked window.



THE ORIGINAL stereo slide from which this is made was identified as "Grand Saloon, Steamer City of Natchez, Mississippi River." Ray Samuel loaned the slide to Ralph DuPae and this result is from the University of Wisconsin's photo lab at La Crosse. Both agree, and we concur, the elaborate cabin is that of the famed J. M. WHITE of 1878. It was taken from the forward end looking aft, a scene of splendor which existed but eight years but has been admired in pictures ever since.

## LAUNCHING THE CHAMPION COAL

Picture on the back cover

A considerable ceremony attended the launch. J. D. A. Morrow, president of the owning firm, Pittsburgh Coal Co., was on hand. His daughter Nancy swung the bottle. Also on the reviewing stand were T. Rees Tarn, the marine architect who designed the boat; Alex W. Dann, president of Dravo, and Donald T. Wright, owner-editor of The Waterways Journal.

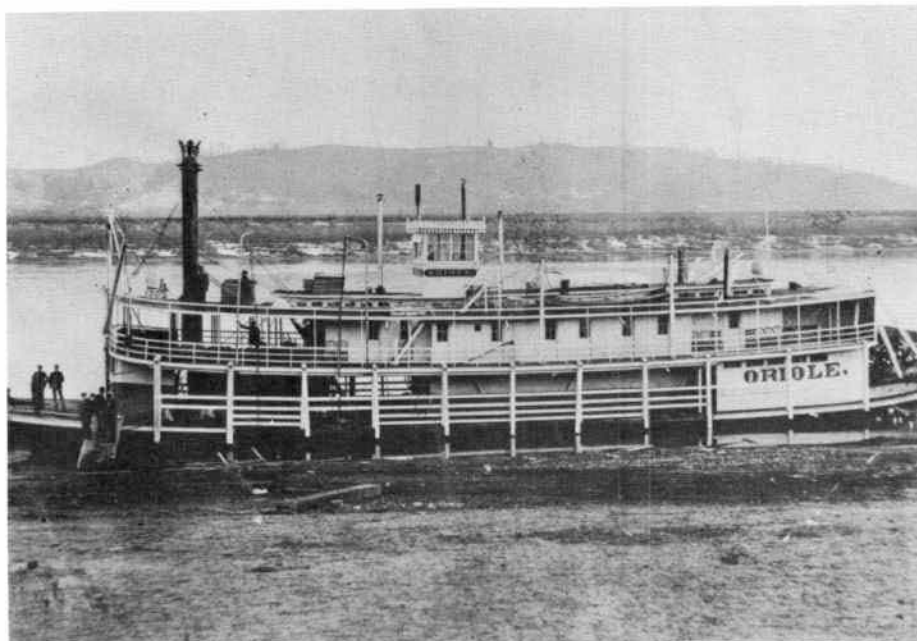
The date was April 23, 1935, a balmy, warm spring day. In the picture she is sliding down the marine ways of the Dravo Contracting Company, Neville Island, Pa. Union Barge Line's PEACE or NEVILLE (I forget which) stood by across the river and after the splash towed the CHAMP, as she came to be called among rivermen, to Dravo's finishing dock.

Capt. Robert F. Eberhart, superintendent of Pittsburgh Coal's river operations, and John Bush, selected to be the new boat's chief engineer, rode her in. They sat on the line box just forward of the pilothouse, and you can see them.

The photograph was taken by R. W. Johnston who operated Trinity Court Studio on the first floor of the Granite Building, Pittsburgh. Mr. Johnston had taken various memorable river scenes, his most famous one being a panoramic view of Pittsburgh's river parade on October 31, 1911. We ran this in the S&D REFLECTOR's Sept. '64 issue, a double page spread. Since then it has appeared in National Geographic Magazine, and a framed original enlargement is exhibited at the River Museum, Marietta.

While Mr. Johnston was busy taking the picture, we were making a movie of the event which now is a part of the F. Way amateur film shown occasionally at river gatherings.

One thing we would remark upon is the paddlewheel, built complete even to bucketplanks, easily seen in Mr. Johnston's picture. The usual practice was to apply the bucketplanks after the boat was afloat, and her trim established. When the CHAMPION COAL settled in the water her designer T. Rees Tarn deserved a pat on the back. No adjustment was needed to the completed wheel. Some pretty sad mistakes have been made in attempting to prejudge the right bucket dip before launching.



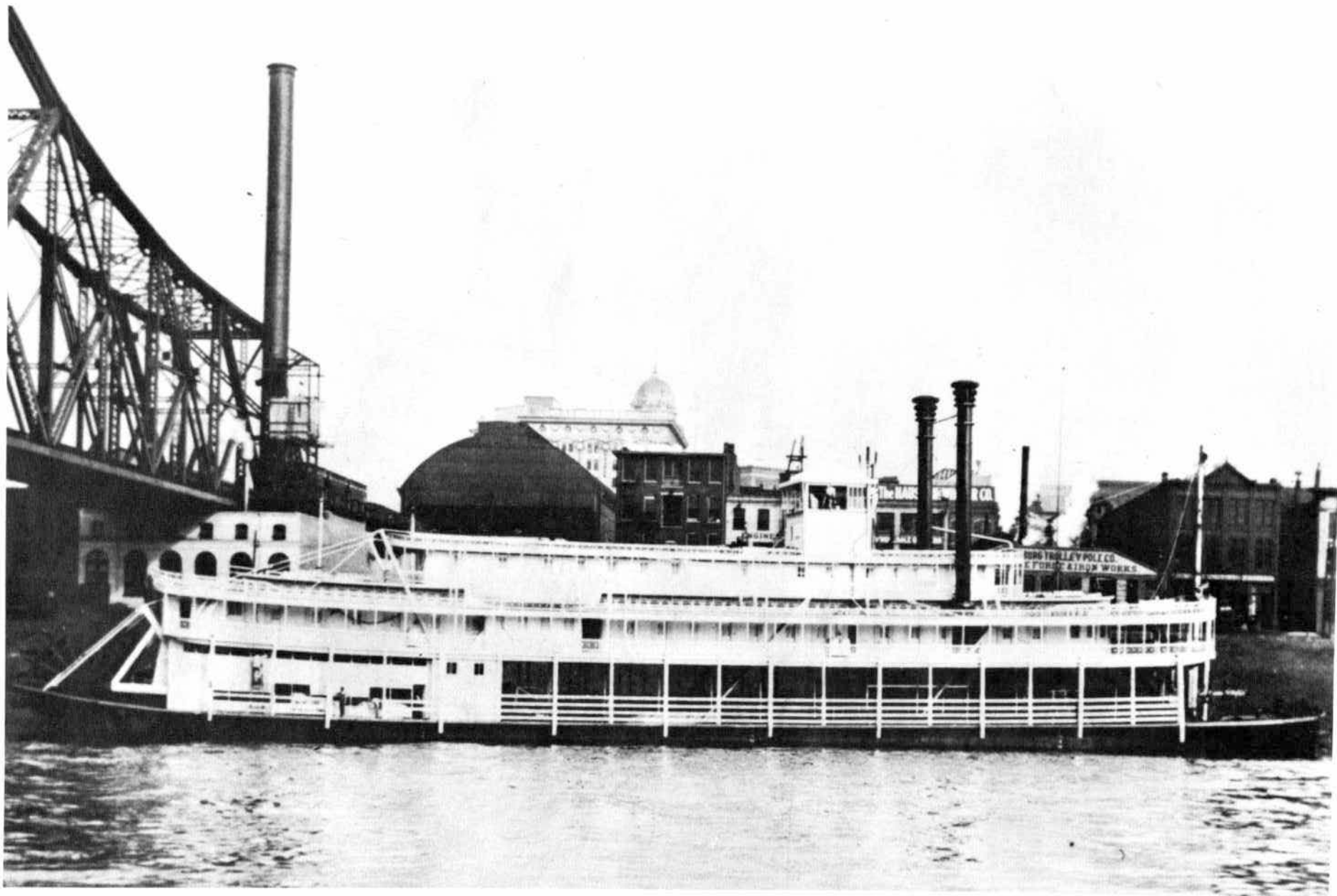
JERRY SUTPHIN sends us this one of the ORIOLE, made from a post card. Looks like the photo was made soon after she was entered in the Gallipolis-Huntington trade by the Huntington & Pt. Pleasant Packet Co., J. F. Klenzing of Huntington, managing owner. What the company did was buy the BAXTER, built in 1901 at Pt. Pleasant, freshened her up a bit and in December 1907 changed her name to ORIOLE. Capt. William D. Kimble was master for a time, father of S&D member Garland Kimble. James H. Miller of Huntington bought interest and took an active hand in running the boat. There was formidable competition in this short trade and ORIOLE wasn't making it financially so Miller in some sort of a lease arrangement agreed to let her have a try on the Kentucky River where she ran excursions at Frankfort in 1910. This plan did not work out either, so Miller brought her back to Huntington and sold her to a group from New Matamoras and St. Marys, principally Beavers (Elmer, H. M., George S. and Charles) who short-traded her in that area through 1912. This venture came to a cropper so in January 1913 she was sold again, this time to Capt. David Boyles and Charles N. Buckley of Parkersburg. They hauled her on the Pope Docks there and made of her a pool-style towboat, managed to pick up some towing jobs and the first time your scribe saw her was after this conversion, a handsome little towboat. They sold her to Capt. William E. (Buck) Muller who was running a sand-and-gravel operation at Ambridge, Pa. in March 1915, and within a week Buck sold her to C. P. Krantz, a river contractor in the Allegheny River at Pittsburgh. Next we knew, we picked up the morning Pittsburgh Gazette Times to learn she had burned at the foot of Ninth Street, Allegheny River, this on March 28, 1915. The towboat FORD CITY was lost in the same blaze. When we were running the BETSY ANN a frequent visitor to the boat at Huntington was this James H. Miller who had run the ORIOLE in the Gallipolis-Huntington trade, a very gentlemanly person on the slender side, always well dressed. He frequently rode with us on business trips and runs in my mind he was a sales representative for the Warwick China Co. in Wheeling. He died at Huntington, 68, in November 1932. --And this is probably more than anyone will ever want to know about the ORIOLE. She looked nice, both as a packet and a towboat, but didn't bring to her various owners much luck.





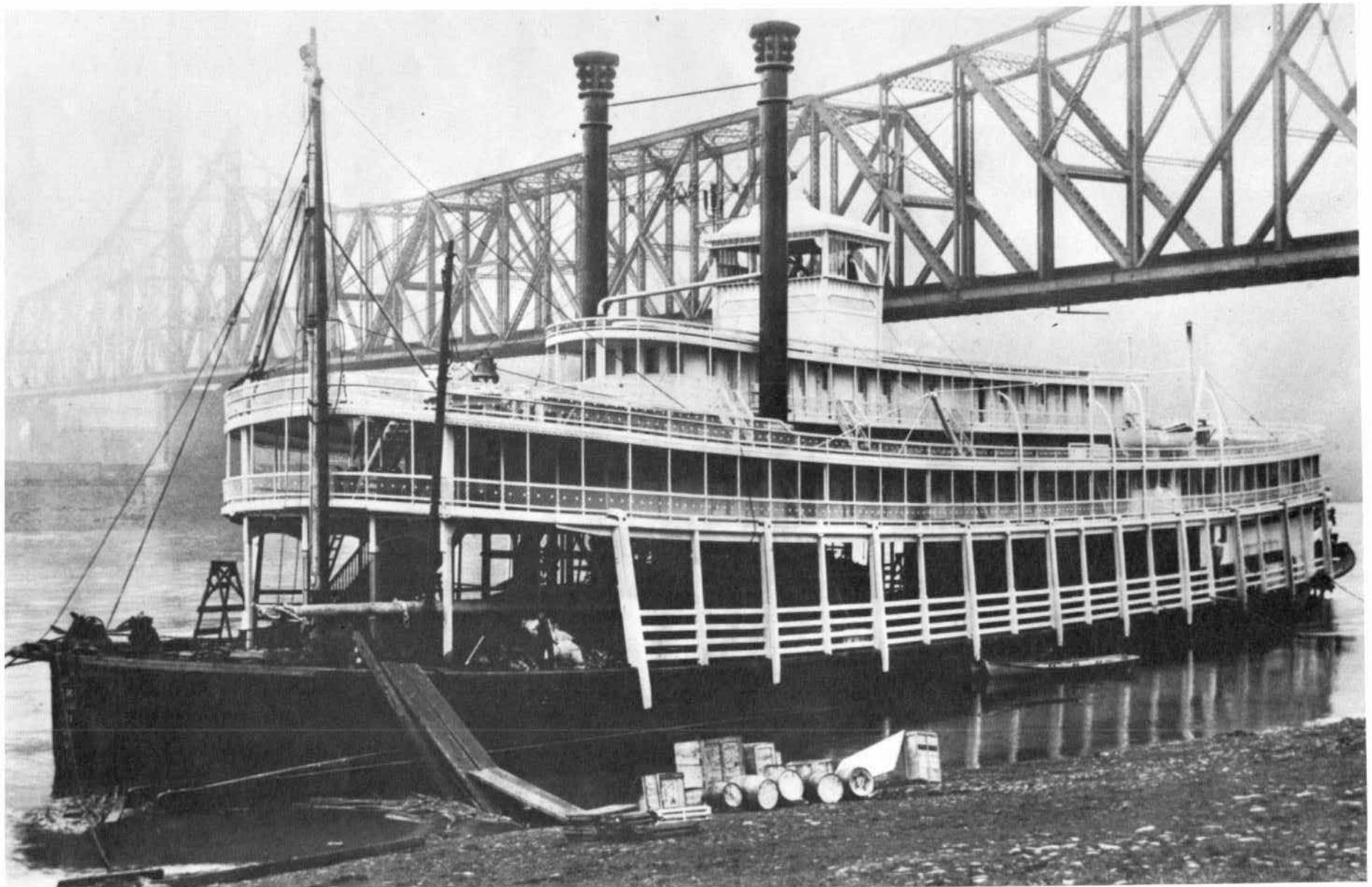
Champion Coal Tugboat





**T**AKEN in November 1906 in the Monongahela River, Pittsburgh, just above the Wabash Railroad bridge, showing the steel hull packet S. S. BROWN getting finishing touches prior to her departure for Memphis. Her name had not yet been applied to the engineroom bulkheads or on the pilot-house. A banquet was staged aboard on December 1 while she

was taken on her trial trip to Davis Island Dam and return, 10:30 a.m. to 5 p.m. The gauge at the Market Street wharf showed 3'6". At the right is the sternwheel excursion steamer ISLAND QUEEN (ex-ST. JOSEPH) which ran summer excursions to a park on Neville Island located about where the Dravo marine ways is today.

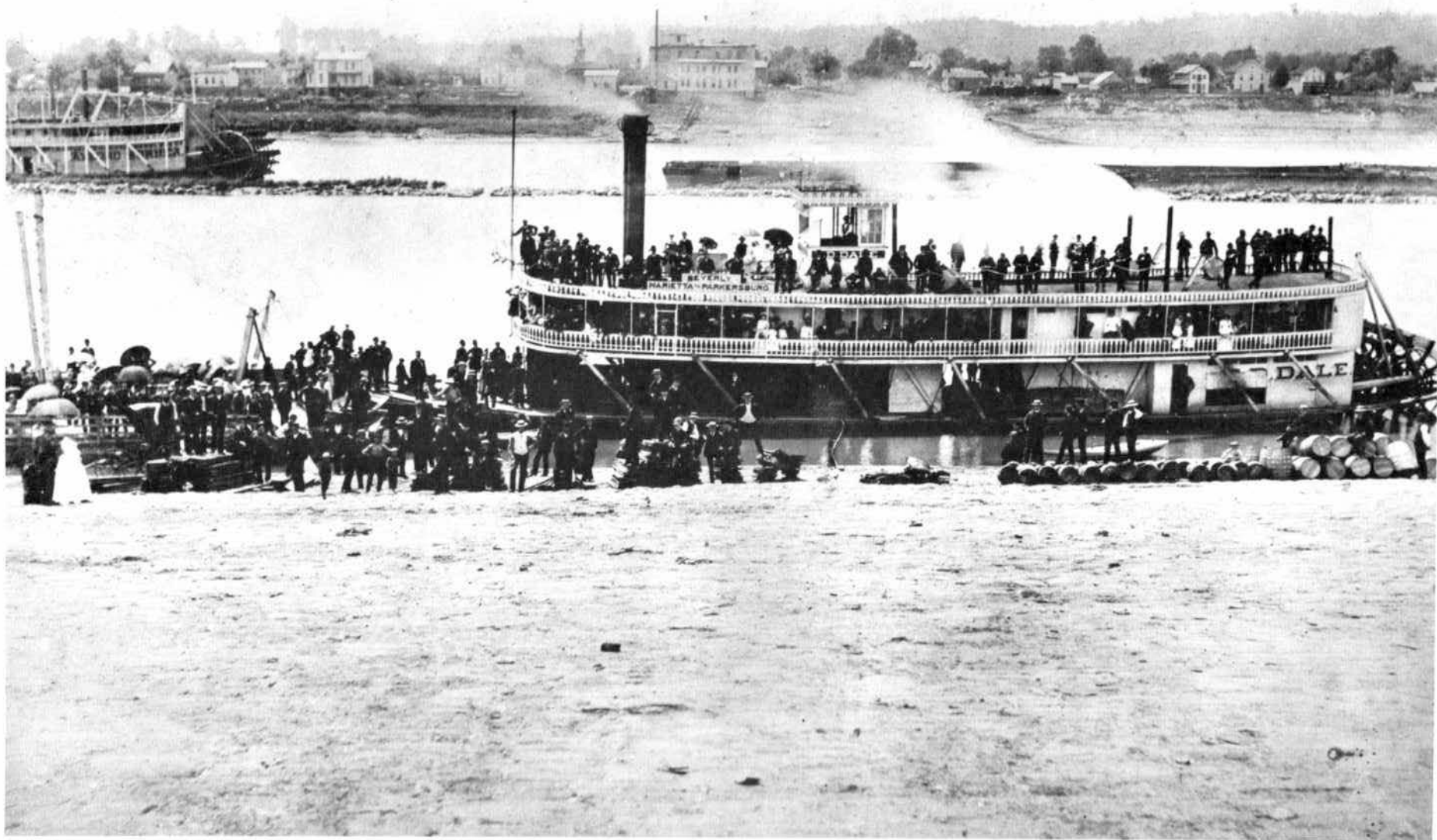


**T**HE ORIGINAL of this picture is dated November 2, 1906, the new S. S. BROWN at the foot of Market Street on the Monongahela River, Pittsburgh, with the Wabash Railroad bridge in the background. She departed for Memphis on the 3rd of December at noon having on board some 17 passengers who had been invited for the ride by W. Harry Brown, brother of Samuel S. Brown for whom the boat was named, and who had died on December 11, 1905. Among the guests of Mr. and Mrs.

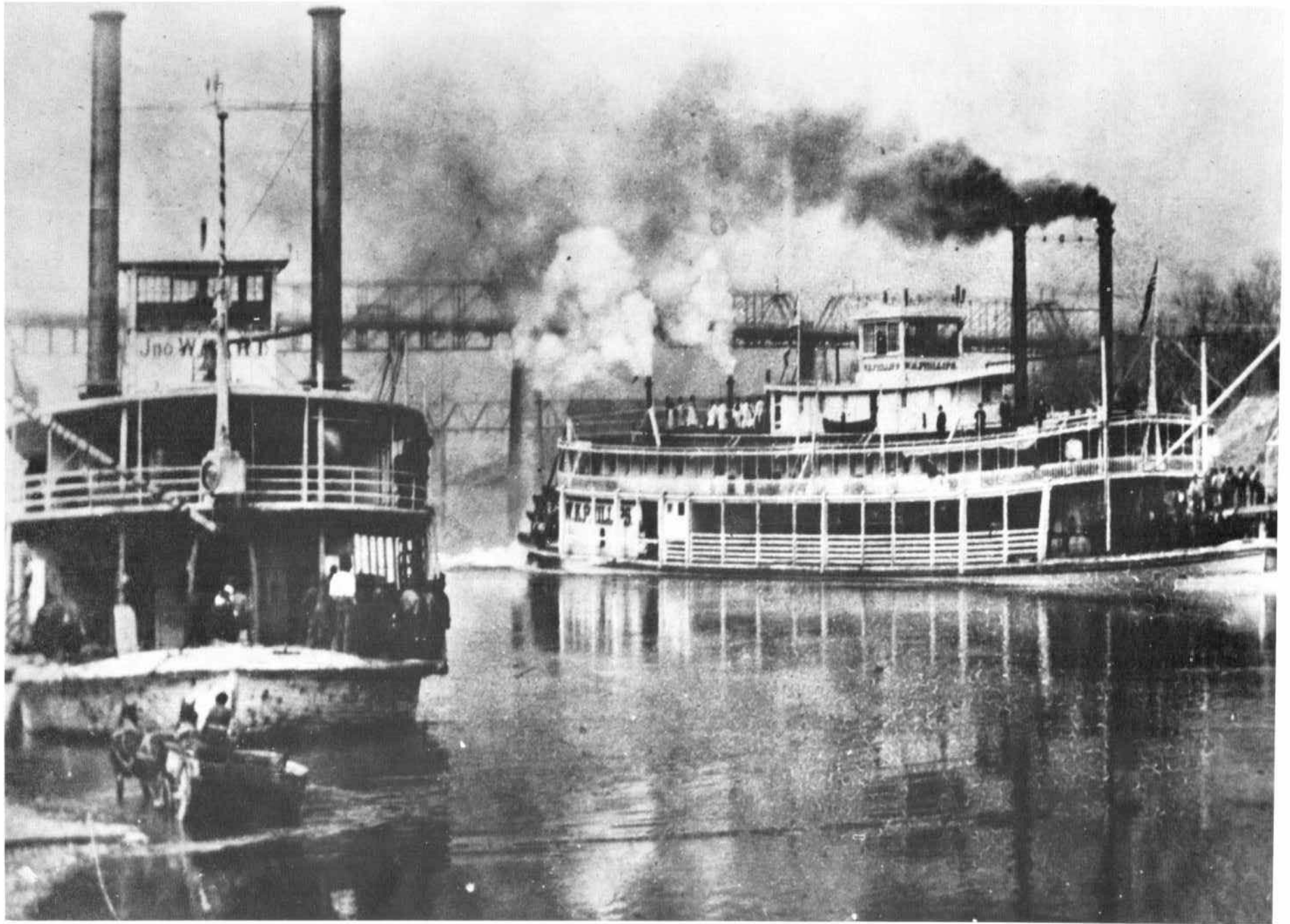
Brown were A. L. Swasey, yacht builder of Boston; N. M. Jones of Memphis, coal dealer; Mr. and Mrs. E. H. Brainard, related to the Browns; Mr. and Mrs. Ira F. Brainard, son and daughter-in-law of the aforementioned (and who lived in the Sewickley valley) and others. The S. S. BROWN arrived at Memphis on the 9th of December where most of the guests joined the Browns in a private railroad car for the return to Pittsburgh.



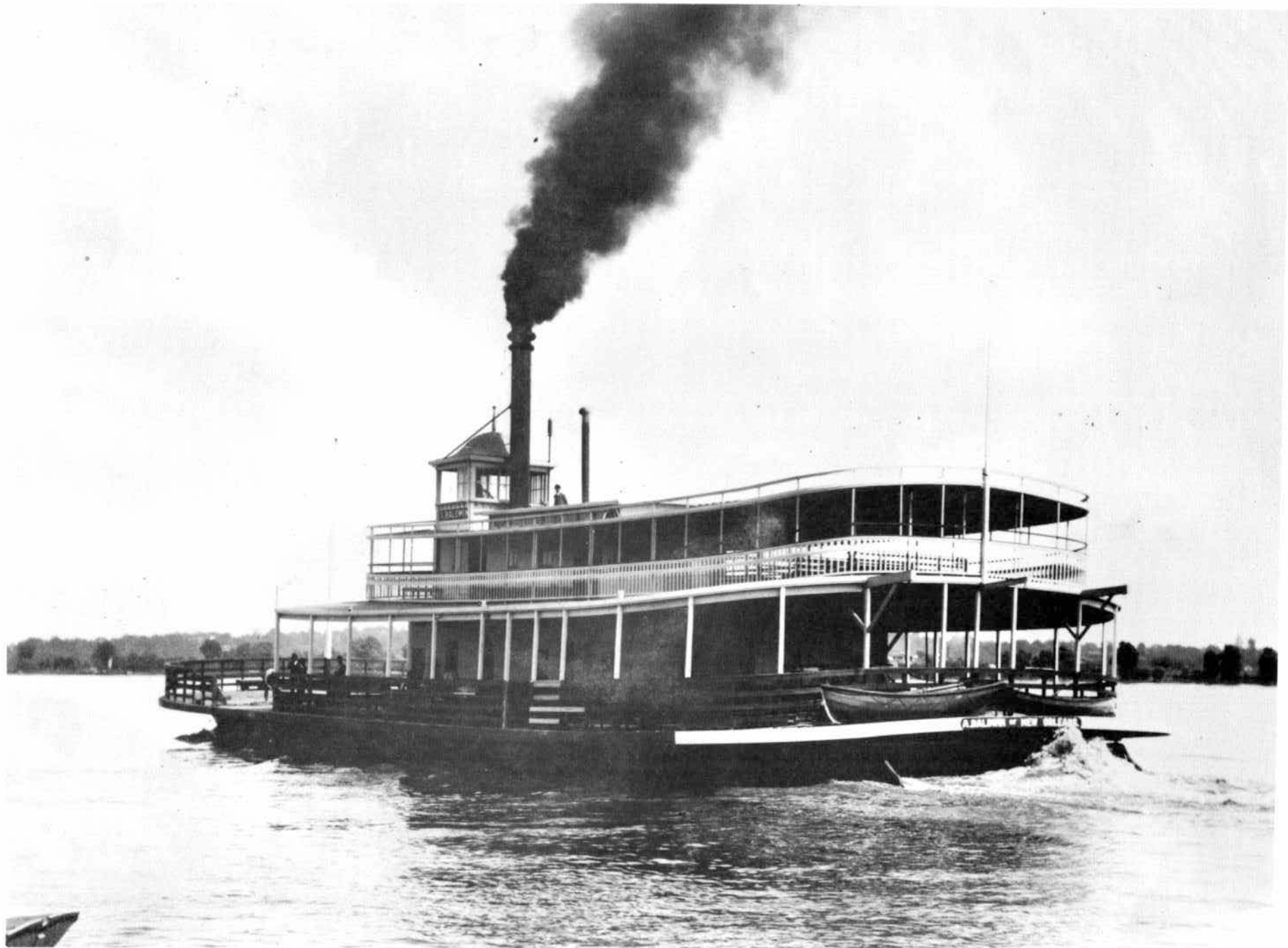
Creme de la creme in the Cincinnati-New Orleans trade. See column one, next page.



T. D. DALE at the Marietta wharf loading excursionists  
See next page, column one.



The W. K. PHILLIPS cut quite a swath--see column one, next page.



Ferry A. BALDWIN running her trials at Jeff--see column one, next page.



DICK LEMEN took this picture at Cincinnati in 1934. The Greene Line, in taking over the properties of the Louisville & Cincinnati Packet Co., had acquired this ancient-of-days wharfboat as part of the deal. They brightened it up with some paint and Jesse P. Hughes applied the new lettering GREENE LINE - FIFTY YEARS ON THE OHIO. It dated back to 1881 when built at the Mack Yard, Cincinnati, resting on two wooden pontoons, decked across, providing a floor space 300 x 60. In those early times it was spoken of as McCoy's or the New Orleans wharfboat, serving the likes of the U. P. SCHENCK, GUIDING STAR, THOMAS SHERLOCK, CHARLES MORGAN and others. When Commodore Laidley formed the Louisville & Cincinnati Packet Co. it became known as the Mail Line wharfboat and was Cincinnati headquarters for the CITY OF LOUISVILLE, CITY OF CINCINNATI and related flock. In 1912 two new pontoons were

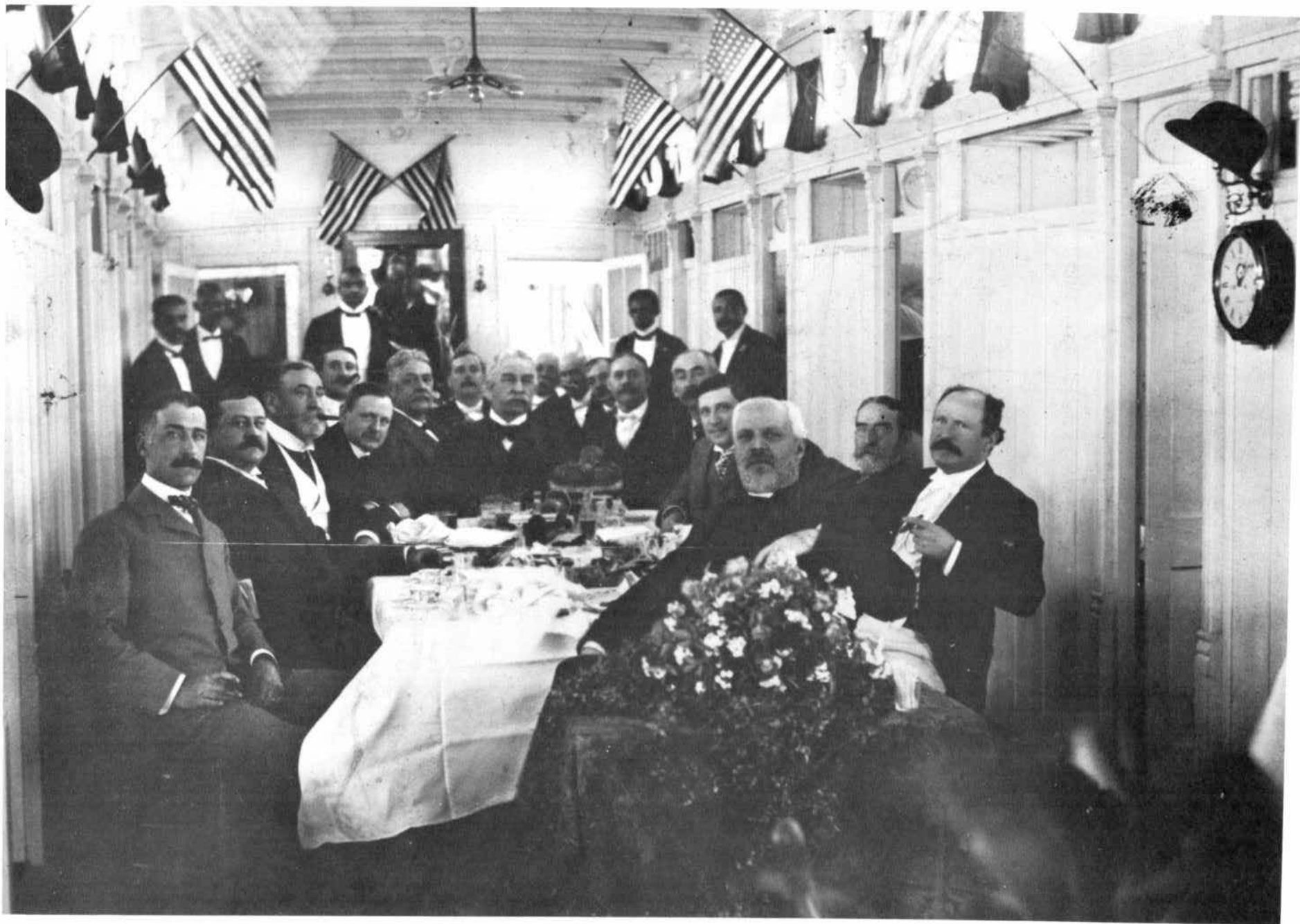
built for it at Higginsport, O. but by the 1920s they were no match for heavy motorized trucks which had replaced the old-time drays, and the whole thing became limber as a wet rag. Its survival to Greene Line days was due to an elderly and autocratic watchman named Dutch Henry dating back to THOMAS SHERLOCK days who ruled that 300 by 60 floor with absolute authority and knew how to distribute the weight upon it so's it wouldn't sink. The entire roof was shingled--somebody recalled that 260,000 were used--but later on it had a much-patched tarpaper covering. Dutch Henry gathered up his cat and walked up the hill one night and didn't come back, so Capt. Chris got a new wharfboat built at Dravos in 1936. By the way, that's the TOM GREENE at the left, and the KIWANIS is loading at the upper door---her single stack is visible. The OUACHITA, extreme left, is at the Ohio River Transit Co. wharfboat.



**R**ALPH DUPAE is intrigued by the sign on the Ohio River Transit Co.'s wharfboat advertising a seven day cruise for \$21. The steamboat offering the rate is moored at the wharfboat, the OUACHITA, in the Cincinnati-Pittsburgh trade in 1934, the photo taken by Dick Lemen at Cincinnati. Capt. Fred Hornbrook had lost the SENATOR CORDILL early that spring by sinking, and, undaunted, went down into the Deep South and came back to the Ohio River with this boat with the unpronounceable name, said like WASH-i-ta. This \$21 included meals and berth, a come-down from the \$35 and \$40 which the GENERAL WOOD and BETSY ANN asked in the latter 1920s, but times were hard. Look sharp and you'll notice a heavy link chain stretched across the wharf paving leading to the headlog of the Greene Line wharfboat (shown in another picture

in this issue that Dick Lemen took the same day) and this chain led up the hill 400 or 500 feet to a ringbolt fastener. People who parked their cars on the wharf had to watch their speed while crossing that chain. A new ringbolt fastener was needed at the top of the hill and a University of Cincinnati engineering prof was called in to determine how big and heavy it should be made, and how deeply planted, to stand the strains demanded of it. His answer was sort of interesting. He calculated that if the wharfboat started away, as it might in an ice situation, the chain fastenings in the headlog would fail and the chain would be left there on the wharf, not having moved an iota, so therefore there was no reason to hitch it to anything. But they did.





"With General Miles June 30, 1899 on Str. SAM BROWN, Homestead to Pgh."  
See next page, colum one.



**F**AMILY PHOTOGRAPHS in the collection of the late Capt. and Mrs. W. Harry Brown have brought to light this view of the original Brown mansion, built in 1868, facing the Monongahela River at Brown's Station above Nine Mile Run. The Baltimore & Ohio Railroad needed the location in 1902 and Capt. Samuel S. Brown, Harry's brother, who then occupied the 24-room home, was faced with the choice of demol-

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